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WASHINGTON.

TOPICS AT THE NATIONAL CAPITAL.

THE HEALTH OF VICE PRESIDENT WILSON—THE DISPOSITION OF THE GENEVA AWARD—THE VIRGINIA GOVERNORSHIP.

Special Dispatch to the New-York Times.

WASHINGTON, July 28.—Private advices received here confirm the substance of statements previously published regarding the health of the Vice President. The paralytic stroke has left Mr. Wilson's features in a somewhat distorted condition and impaired his speech. At present he is under treatment for the restoration of his general health, preparatory to a more severe mode of treatment which must be adopted for the cure of the paralysis. Mr. Wilson is kept upon severe regimen, and disposition of his entire time is made in accordance with the directions of his physicians. He is forbidden all mental toil. It is by no means certain that he will assume the functions of his office at the coming session.

THE GENEVA AWARD.

The law relative to the investment of the Geneva award in bonds of the new funded loan is comprised in the following words: "That immediately upon the payment of the sum of money awarded to the United States by the Tribunal of Arbitration at Geneva to be paid by the Government of Great Britain, the same shall be paid into the Treasury and used to redeem, so far as it may, the public debt of the United States, and an amount equal to the debt so redeemed shall be invested in the five per cent. registered bonds of the United States, to be held subject to the future disposition of Congress." This is the sole warrant of authority for such investment. It fixes the date when the connection of the Treasury Department with the award begins, and directs the method of disposing of that award. The amount invested in the new five per cent. bonds must be so invested that the bonded debt of the United States shall not be increased. The question of commission to the Syndicate of one-half of one per centum upon an amount of bonds which at par shall be the equivalent of $15,500,000 in gold, depends upon the construction of the last sentence of this act. The law is imperative that the investment shall be made immediately upon the payment of the award. The Syndicate, it is understood, will claim that, under their contract they will control the five per cent. bonds at that time, and that consequently, they will be entitled to their contract commission. The Treasury officials by declaring that no commissions will be paid give practical authority for the statement that they differently construe the law.

NEW CUSTOMS REGULATIONS FOR THE NORTHERN FRONTIER.

Some days since announcement was made in these dispatches that a circular would soon be issued to commissioners of customs directing that, under certain conditions, lumber imported in sailed cargoes through the Northern frontier might be consigned to the place of destination without actual measurement at the port of entry. The following instructions relative to the matter were to-day issued to collectors: "The inspector in charge of the discharge of cargo from the car, vessel or other vehicle will carefully note the invoice quantity with a view of determining upon inspection whether the quantity on board overruns the invoice. As the carrying capacity of such vessels can be readily ascertained, it seems probable that the inspector can soon satisfy himself whether the vessel or car has or has not more than an average cargo. If after such examination and inspection and such measurements as he may deem necessary he shall be satisfied that the quantity does not overrun the invoice, he shall so report to the collector. Where lumber is actually landed at the port of first arrival it can be piled closely and measured in bulk, but when intended for interior ports, to be shipped under transportation bond, a careful inspection of it must be made either on board the importing vessel or on the dock, as the case may be, and the collector, if satisfied the invoices are correct, shall pass on them accordingly. Where such cargoes are allowed to go in bond to other ports without measurement the transportation entry should so state, for the information of the customs officers at the port of destination, so that a careful inspection may be made there also, and if the quantity is found not to overrun the invoice, it will be delivered accordingly." The same general instructions will also apply to cargoes of grain in bulk imported from Canada. Of course much must be left to the discretion of customs officers in such cases, and they are enjoined to exercise it in such manner as will prevent the perpetration of frauds upon the revenue, and at the same time not unnecessarily embarrass trade. It will be expected of them that, occasionally, and as often as circumstances may seem to demand, actual measurement of entire cargoes of grain and lumber will be made in order to actually verify the invoices.

AN IMPORTANT LOCAL POLITICAL QUESTION.

An important political question here is the query whether the City of Alexandria shall be reannexed to the District of Columbia. It is possible that the matter may soon become a political issue. Those who favor the reannexation claim that it can be accomplished either by the ballot or the courts. Those who urge the latter maintain that the act of retrocession was unconstitutional, and that upon proper action being brought in the Supreme Court of the District of Columbia, a decision to that effect would most likely follow. The argument as to the unconstitutionality of the retrocession is based upon that portion of section 8 of the Constitution which provides for a seat of government ten miles square. This argument is supported by lawyers of prominence. Persons connected with real estate consider that the reannexation of Alexandria would greatly increase the value of real estate in that city, which is not now salable.

NAUTICAL SIGNALS—LIGHTS AND BELLS.

The Light-house Board will soon give notice to mariners that on and after Aug. 1, a fixed red light will be shown from the beacon on Muscle Bed Shoals, south-east side of the channel, Bristol Ferry, Rhode Island. The apparatus is a lens of the sixth order, limiting an arc of 270°. The focal plane is 19 feet above the base of the building, and 31 feet above mean low-water mark, and should be seen in clear weather with the eye at an elevation of 15 feet at a distance of ten and seven-tenths nautical miles. The building is of wood, painted white, with a lantern and fog bell surmounting it. During thick and foggy weather a bell will be struck by machinery, one blow every twenty minutes. The Light-house Board will also order that a fog bell, located near the south-west corner of the sea-wall of Fort Lafayette, east side of the Narrows, New-York Bay, will be operated during thick and foggy weather on and after the 1st day of August, 1873. The bell will be struck one blow, and after an interval of twenty seconds two blows, then, after an interval of twenty seconds, one blow, thus alternating one and two blows at intervals of twenty seconds.

THE GUBERNATORIAL CONTEST IN VIRGINIA.

A considerable number of Virginia Republicans, who have to some extent been managing the canvass for the Gubernatorial candidacy in that State from this city, left to-night for Lynchburg, at which place the nominating convention will be held Wednesday next. Col. R. W. Hughes still seems to lead the race, and Major McMahon to remain his most formidable competitor. The statement is to-day made by the special friends of Hughes that McMahon has been brought into the field chiefly through the agency of those who are opposed to the present national Administration.

Dispatch to the Associated Press.

KUKLUX PRISONERS RECOMMENDED FOR PARDON.

The Attorney General to-day recommended that pardons be issued to Felix Dover, Stephen Spawn, Evan Murphy, and Wm. Scruggs, who were convicted in North and South Carolina of Kuklux outrages, and are now serving out terms in the Albany Penitentiary. These pardons were recommended by leading citizens of South Carolina.

THE UNITED STATES EUROPEAN SQUADRON.

Rear Admiral Case reports to the Navy Department the arrival of the Wabash at Trieste on the 6th inst., having visited en route Genoa, Palermo, Messina, and Syracuse. The movements of the other vessels of the European squadron are reported as follows: The Shenandoah has visited Barcelona, Tarragona, Valencia, Cartagena, and Malaga, at all of which she interchanged the usual courtesies and found quietness and good order prevailing, though there were some disturbances between the Carlists and Republicans outside. The Congress has visited Gibraltar and Southampton, and at last reports, 6th inst., was about leaving the latter place for Galway. The Wachuset has visited Gibraltar, Cadiz, a port in the Balearic Islands, and Marseilles, where she was at last date, 28th ult., and after leaving that place, she is to stop at Ajaccio and Messina. Her arrival at Trieste was expected. The Wabash would leave on the 21st inst. for Corfu.

NAVAL ORDERS.

Lieut. Commander J. H. Sands and Ensign E. J. Arthur have been detached from the California and placed on waiting orders.

MISCELLANEOUS.

Gen. Drummond, Commissioner of the General Land Office, has decided that deposits of iron ore can be patented under the mining act of May 10, 1872.

Mr. Wadsworth, United States Commissioner under the Mexican and United States Claims Commission, met the new Mexican Commissioner to-day. They had a long conversation concerning the pending cases. The selection of an umpire in the place of the late D. V. L. Lieber will be preliminary to the formal resumption of business before the commission.

Wm. H. Brown has been appointed Internal Revenue Store-keeper for the Twenty-first District of Pennsylvania.

CONDITION OF THE CROPS.

THE JULY AGRICULTURAL REPORT—REPORTS FROM VARIOUS SECTIONS.

WASHINGTON, July 28.—The July agricultural report has just been sent to the press. It represents an improvement in Winter wheat, but a decline in the prospects of Spring wheat, on account of unseasonable weather in some quarters, and insect enemies in others. The average in corn is increased in West Virginia and Minnesota, and decreased in all other States except Florida and Arkansas, where it remains the same as last year. Corn-planting was everywhere retarded by the weather, and in many cases corn has been several times replanted. Unusual complaint of defective seed is made in all parts of the country. The condition of cotton has been previously given. The reports up to July 1 indicate a crop 89.5 per cent. of an average, not including Virginia, where the culture is yet mainly experimental. The prospective yield of oats declined during June in the New-England, Middle, and North-western States, except Wisconsin. It was enhanced in all of the Gulf States, except Mississippi. Winter rye improved in Rhode Island, Connecticut, New-Jersey, Maryland, North Carolina, Mississippi, Texas, Arkansas, Ohio, Michigan, Illinois, and Iowa. It remained stationary in Georgia, and declined in all the other States. Spring rye was below the average in all the States but five, the minimum, seventy, being found in California, and the maximum, 110, in Nebraska. Winter barley generally declined in the South and West, where heavy rains prevailed. Grass crops are generally improved in the New-England and Middle States; however, they were greatly shortened by the drouth. The late Winter told disastrously upon the fruit crop. The injury to apple-trees was more extensive than was apparent at the last report. Vast numbers of peach-trees were killed. The condition of grapes ranged from sixty-one in California to 127 in Nebraska, 100 representing an average. The average in potatoes remained the same as last year, or increased in twenty-two States and decreased in all the others. The Colorado beetle has extended its ravages eastward, being reported for the first time in several counties of New-York. It was still devastating in the West, but the farmers had learned in many counties how to destroy it effectually. The maximum condition of the crop, 111, is found in Georgia, and the minimum, 76, in Delaware.

MEMPHIS, Tenn., July 28.—The crop reports from Arkansas are very encouraging, rains during the past ten days having brought out both corn and cotton, though in the region of Jacksonport rain is very much needed. The reports from Mississippi are conflicting in regard to cotton, but corn will not yield more than half a crop, owing to the drouth. In the neighborhood of Okolona, Kosciusko, and Brandon, both cotton and corn will make a poor yield. In addition to the drouth, worms have appeared. In West Tennessee, corn will only yield half a crop, but the cotton prospect is fair.

THE SCHARFF-COULTER SCULL RACE—A FAILURE TO AGREE.

Special Dispatch to the New-York Times.

PITTSBURG, Penn., July 28.—The sporting men in this city have been greatly excited to-day by disputes relative to the single-scull race between Wm. Scharff and Henry Coulter, which was to come off on the 2d of August next, for $1,000 and the championship of America. The representatives of the two contestants met last Saturday night to select a referee and make the last deposit. Nothing but wrangling took place, and they adjourned to meet this evening. Scharff concedes everything but the starting-point of the race, which he claimed he had the right to name. Coulter stubbornly refused to give him that privilege. To prevent the race from falling through, Scharff then proposed to toss up and see which end of the course to start from. This Coulter refused. Scharff suggested that they select a referee and let him decide where the starting-point should be from. But all these offers Coulter positively declined. It is very evident that Coulter is showing the white feather. The sporting men, on hearing to-night the result of the conference, condemned the action of Coulter. Scharff has issued the following challenge: "I will row any man in America a single-scull race, three or five miles, for $1,000 a side; will give or take expenses, or meet half way between home and home." To-morrow Scharff will claim the deposit money on the ground that Coulter failed to comply with the articles of agreement by not permitting the starting-point to be named.

A PLAGUE OF GRASSHOPPERS

SIOUX CITY, Iowa, July 28.—During the last two days grasshoppers have been visible in the air, but not in large enough numbers to excite alarm. At this hour countless millions may be seen. Their general tendency seems south-west. Grave apprehensions are expressed by those familiar with their ravages in other parts of the country. The results cannot be other than disastrous should the clouds of these insects now hovering over this vicinity settle here.

THE NEW NORTH-WEST.

THE NORTH PACIFIC RAILROAD.

THE COUNTRY ALONG THE LINE AND THE SETTLERS—THE SOIL AND THE CLIMATE.

From a Special Correspondent.

FARGO, Red River of the North, Thursday, July 17, 1873.

One of the wonders of American enterprise is certainly this North Pacific Road, reaching out 500 miles into the wilderness, and opening to settlement and agriculture a vast region of fertile soil almost undreamed of before. Few people, except trappers or occasional pioneers, know anything about the "New North-west," lying north of the line of this road, and its amazing capacities for wheat-growing.

The road, this side of the Red River, is well laid; the cars, stations, and outfit convenient and suitable, and every inducement is offered to draw travel and emigration. For the first 180 miles the line passes through wood land or swamp, much of which will ultimately furnish valuable lumber—especially the Norway pine—a commodity of great value already here.

The only romantic bit on the whole route is near Duluth, where the St. Louis bursts through the rocks, and forms a series of picturesque rapids. This, it is thought by many, will give a very valuable water-power hereafter. But experience shows that steam is more and more taking the place of water-power, and that transhipment is a great objection to placing mills anywhere but at the end of a route. The great benefit of a rapid river for lumbering is in floating down the logs; and the St. Louis, above these rapids, will bring down lumber for a great distance, and no doubt there will have its saw-mills. In my car were characteristic evidences of the attractions of the country. Before me sat a Finnish peasant and his wife, from Russian Finland, who were going to the Red River Valley to a Swedish settlement, to look about for a farm—evidently people of substance. They could not speak a word of English or German. A Norwegian was going to try his fortune; an Irish family, besides various American land speculators, were seeking the new West. Besides these, I was introduced to Rev. Dr. Rogers, who brought out an English colony last year of some eighty or a hundred persons. He had been to Duluth for another detachment of seventy, who were expected, The Doctor spoke cheeringly of the effort, said a few were disappointed, but that only two had gone back to England; that some were unaccustomed to labor, and found it disagreeable, and they were all too much inclined to charge their difficulties on him. From others, however, I hear a much more unfavorable account. They came in April, it is said, before the snow left, were brought to a prairie location where it was difficult to get wood, had no idea of what American pioneer work was, and were horribly disgusted, charging all their ills on the unfortunate Doctor. As I saw afterward their little bare houses in the midst of the flat prairie, and thought what the ivy-covered cottages and hawthorn lanes and bushy copses and green hills of old England must have been in comparison, I could imagine that even thirty-five bushels of wheat to the acre could have hardly been a compensation. If they had chosen anywhere in the beautiful region near Oak Lake or Detroit, on this line, they would have found it much more agreeable. Many of them have, however, already not only pre-empted, but purchased, some individuals thus owning 800 acres of the best wheat land in the country. This is not uncommon. There are Norwegian peasants along the line who possess over 1,000 acres. The English colony is now fairly broken up. There is besides a New-England colony, and great hopes are entertained that the Russian Mennonites, a kind of Quaker sect of German origin, will settle to the number of 40,000 or 50,000 upon the Northern Pacific. But, as they have held out equal hopes to Manitoba and Nebraska, the prospect is not very definite. The colony system has some great advantages; it makes at once a social organization in the wilderness. These colonies have already churches, schools and lyceums, and enjoy much social intercourse. But, on the other hand, there is always much jealousy and heart-burning among them. The individuals are never satisfied with the land allotted to them, and believe that those who came first have cheated them. The leader, however disinterested he may be, is always suspected and accused of all the troubles which their own stupidity or laziness has brought on the colonists. The true plan seems to be, for people from the same neighborhood to go out together, but to take their own chances for buying land, and making the best arrangements possible. Then they can soon form villages and parishes among themselves.

One of the things which strikes me very much in these frontier settlements, is the self-denying and far-reaching work done for morality and civilization by the country pastors. In their quiet and unseen way they are everywhere laying the foundations for future order, law, and virtue; they call the minds of men and women, who are struggling intensely with material conditions, to things and principles unseen and eternal. They represent culture amid tendencies to barbarianism, public spirit where each man is most occupied in looking out for himself, and the obligations of purity and religion in a community who are quite ready enough to forget both. In the future Positivist millennium on earth, when the *universum* is worshiped or a ritual is addressed to the female embodiment of *L'Humanité*, there must still be, in some form or other, the silent believers and workers who live for truths which eye cannot see, and who trust in the ancient belief of a God, or society itself, at least on the frontier, would soon fall back to barbarism and beastiality.

It is really remarkable how aggressive, so to speak, the religious community have been in these new settlements. I met three different missionaries, working along the road. Churches are erected in the smallest villages. Everywhere the effort is to get the start of barbarism and lay the foundations on a moral substructure. The railroad itself does much to aid this influence; it forbids liquor in all its establishments, and even in the hotels which it controls; lumber for churches is carried gratuitously, and the newly-founded social organizations are aided in every reasonable way. The result is already a better type of community than one often sees in the old States. Many of the colonies, though not a year old, have already their own schools and places for lecturing and public instruction.

The really good soil begins near Perham, about 155 miles from Duluth. From this point for seventy miles to the Red River the land is superb. The most beautiful points are near Detroit and Oak Lake. There the country is a green, rolling prairie, the soil a black loam nearly twenty-four inches deep, with oak openings on gentle knolls, and sparkling little lakes in every hollow. The whole landscape, far and wide, seems like a park. This, of all others, is the portion for the emigrant. Here gardens flourish beautifully, and wheat yields from twenty to thirty-five bushels to the acre, while a short distance brings the farmer to market at the railroad station, where he can get usually a dollar a bushel for his crop. The timber is near, and water is easily got. Beyond this is more and more the flat, rich, treeless prairie—to my eye a most dreary place of residence. In this region, on ground flat as a house floor, several of the various colonies have been planted. But dreary as it looks to an Eastern man, nothing can exceed the agricultural capacities of this vast stretch of country, extending north and south of the North Pacific line. The colonists tell me a garden comes up with a rapidity you never saw further South. It has been supposed to be unfavorable for Indian corn on account of the cool nights, but many assured me the early corn did as well here as in Illinois. Wheat is the great product, and a net profit of $10 an acre is not uncommon. The Indiana men thought the prairie soil equaled their own.

The great point on which I questioned them was the climate. They all admitted the intense cold of the Winters, but almost every one found the climate healthier and more invigorating than a more southern one. "The cold was so dry" they did not feel it. Children would play without injury with the thermometer at 15° or 20° below zero. Many had been restored in health who had come with weak lungs, but those whose tissue was much consumed found the air too stimulating, and these often died after a short residence. Mothers said they had no trouble with babies there; that teething and the fatal "second Summer" were not dreaded. All denied the existence of fever and ague. And yet the quantity of surface-water, the bad spring-water, and the hot sun would seem just the conditions to produce it. The physicians, however, said that there was a remittent character to many other maladies which showed a latent malarial tendency. Typhoid fevers are not uncommon in many localities.

In respect to snow, the railroad men say that they were only blocked up two days last Winter, and no one of the residents speaks with dread of it. The road is carefully guarded against drifts by fencing and by tree-planting. On the prairies, however, one of those terrific snow-storms, which they still have here, must be very perilous for man and beast.

The Summer climate is most delicious. Our first day we had a heat of 90° in the cars, but so dry as not to be oppressive. In the night it cooled, and after another day the temperature was down to 57°.

The cloud effects at sunset on these vast prairies surpass anything I have ever seen.

C. L. B.

MR. BRIGHAM YOUNG.

THE SEVENTEENTH MRS. YOUNG SUES HIM FOR $200,000 DAMAGES—OTHER SUITS COMING.

SALT LAKE CITY, July 28.—Complaints and affidavits in the case of Ann Eliza Webb, seventeenth wife of Brigham Young, were filed to-day in the Clerk's office of the Third District Court. The complainant sues for $200,000 damages, alimony, pending the suit $1,000 per month and $20,000 for counsel fees. The case will be argued probably before Judge Emerson (Judge McKean being absent on a tour for his health) on the 5th of August on the preliminary points. Other suits of a like nature will be begun soon.

BY MAIL AND TELEGRAPH.

The Milwaukee and Fond du Lac Air-line Railroad was completed on Saturday last.

George Hazro, a sailor, hanged himself in a house on Kearney-street, San Francisco, Sunday night.

The Grand Lodge Knights of Pythias, of the State of New-York, convene in Poughkeepsie to-day.

The President, accompanied by Postmaster General Creswell, left Long Branch yesterday for Kingston, N. Y.

Mme. Augustine Frazier was yesterday sentenced at Cincinnati to five years in the Penitentiary for medical malpracce.

Noah Ranlet, a coal-merchant, of Concord, N. H., was yesterday struck by a locomotive in his coal-yard, and instantly killed.

The Erie repair shops at Newburg, N. Y., were burned last night. The loss is estimated at $5,000. The cause of the fire is not known.

David Lawless, a laborer in a lumber-yard at Providence, R. I., was drowned in the river there yesterday. He leaves a wife and three children.

Mr. J. H. Moore, a well-known lumber-dealer in New-Orleans, was thrown from his buggy on Sunday, and died yesterday from the injuries received.

Charles R. Coleman, of Great Falls, N. H., committed suicide by taking a dose of strychnine yesterday morning. Deceased was fifty years old, and leaves a family.

J. J. O'Leary, of Worcester, and Paudeen Harrington, of Springfield, signed articles yesterday morning to row three miles for $300 at Springfield, Mass., on Aug. 20.

The Lowell *Daily Times*, Middlesex *Democratic Weekly*, and the Dover (N. H.) *Gazette*, all published in Lowell, Mass., by S. A. Hull, have been sold to J. Livingstone Hunt, of the same place.

The Fifth Maryland Regiment, last evening, had a grand assembly at Columbia House, Cape May, which was a grand success. A reception is to be given them to-night at the Stockton.

A large twelve-inch rifled gun and carriage weighing 70,000 pounds has just been received at Fortress Monroe from Fort Delaware, and will be placed in position on the fort during the week.

Government officers seized the schooner E. B. Phillips, at Commercial Wharf, Boston, yesterday, on a charge of landing a large quantity of Holland gin at Marblehead recently, in evasion of duty.

Sunday evening a young man named John Van Arsdale, a traveling agent for a New-York tobacco house, fell in a fit as he was taking a seat in the cars in the Union Depot, Pittsburg, Penn., and died soon after.

A delegation of the City Council of Philadelphia and other prominent gentlemen en route to the Pacific, spent yesterday in Columbus, Ohio, and were entertained as the guests of the city. After the banquet they left for Cincinnati.

Last night, the steamer Walter Brett struck against the support of a derrick at the Wright Engine Company's works, on the wharf, at Newburg, when the derrick fell, smashing the wheel-house and the hurricane-deck. No person was injured.

Assistant Surgeon Charles Smart, United States Army, who has been on duty at Fortress Monroe during the past two years, has been relieved, and ordered to the Department of the Platte. Assistant Surgeon Frank Meacham relieves him.

Gov. Ingersoll, of Connecticut, yesterday appointed the following gentlemen Commissioners for the new State-house at Hartford: Jeremiah Halsey, Alfred E. Burr, Nathaniel Wheeler, Austin Dunham, and William P. Trowbridge.

THE PRESIDENT'S VISIT TO KINGSTON.

Special Dispatch to the New-York Times.

POUGHKEEPSIE, July 28.—Ulster County is excited over the proposed visit of the President to Kingston, to-morrow. It is arranged for the Presidential party to leave New-York at 3:30 P. M., on the Mary Powell. On arriving at Kingston all will be driven to Gen. George H. Sharpe's residence. Wednesday morning early, a special train on the New-York, Kingston and Syracuse Railroad will convey the visitors to West Hurley, where fleet horses will be in readiness to carry them to Overlook Mountain, where they will remain all night, returning on Thursday, and on the evening of the latter day there will be a reception at Gen. Sharpe's house.

SARATOGA.

A RAINY DAY AND ITS EFFECTS.

DRINKING THE WATERS—LADIES' COSTUMES—THE RACES.

From Our Own Correspondent.

SARATOGA, Sunday, July 27, 1873.

One would think, to judge from the deluge of rain which the clerk of the weather has thought fit to favor us with yesterday and to-day, that some miscreant had opened the sluice-gates of Heaven's Croton Reservoir. The rain has come down in such torrents that the hotels on Broadway may be said to have suddenly found themselves by the river's side. Two broad streams of water are rushing madly down the hill in a sufficient body to enable any gentlemen who are imbued with the new passion for canoeing to fancy themselves spinning along the rapids of some miniature St. Lawrence River. It is ludicrously pitiable to study the chapfallen faces of all the hotel guests who have not yet sought refuge in their private parlors or bedrooms, the furious gusts of rain having driven all from the piazzas. Rival mammas are looking daggers drawn at one another in the drawing rooms; business men are regretting, if not cursing, Saratoga for not having down the New-York Sunday papers; young aristocrats are writhing under the disappointment of missing the promised ride with their chosen fair over to Glen Mitchell or the lake; and all is gloomy, sombre, and subdued. The sporting men look especially dull, and regard with disgust the *convenances* of society which entail on them the forced abstinence of Sunday. There is much racing talk, but there is no racing, no pool-selling, and no play at the club. True, the club-house is open, but its luxurious and elaborate furniture seems to be wasted in their eyes on such a day; for some of the younger of those who patronize the club are almost ready to agree with the old lady who remarked, on visiting Green-Wood Cemetery for the first time, "that it would be quite a pleasure to be buried there"—that it would be quite a pleasure to be ruined in it. There is, however, one advantage in the day to those who are given to taking Turkish baths. They have had the opportunity for many hours of sitting in one free, gratis, and for nothing, without the trouble of taking off their clothes and without passing through the agony of being pinched and punched all over from head to foot in the same fashion that bakers knead dough. But to those who love not Turkish baths, the heavy, murky, damp, heated atmosphere must give a very fair conception of what the inside of a potato steamer would be over a patent cooking range. I am inclined to think that Mr. Lowell was wrong when he exclaimed, "Who'd expect to see a tatur all on end at being biled!" I can only say that I feel very much like a boiled potato, and that the sensation is by no means an agreeable one. Nor do I think that I am at all singular; for there seems to be a very general expression of opinion that it would be a benefit to Saratoga society if Mr. Jupiter Pluvius would good-naturedly join the rank of "monarchs retired from business."

We are fast settling down to the ordinary routine life of the Springs during the height of the season—water-drinking, dressing, dancing, flirting, driving, eating, and sleeping. There is the usual amount of angling after "big catches," and many a young married woman, after a long evening's chat in some retired corner of the piazza, as of old, follows Zerlina's example and sings to her chiding lord.

"Batti, batti, o bel Masetto!"

As to the water-drinking, it is greater than ever. No matter what spring you go to, you will find, at certain hours of the day, that you will have to wait the best part of five minutes before you have a chance of securing a glass. Some idea of the quantity of water drank during the day can be gained from the following fact: Mr. Johnson, of the Congress Spring Company, tells me that one hot day he had the curiosity to keep a tally of the number of glasses of water dipped from their spring. There were five dippers at work, and he kept the record for three hours, each dipper dipping three tumblers at one time. The total number of glasses of water drank during these three hours was 10,851. If this is not *dipsomania* with a vengeance on the part of the Saratoga water drunkards, I am at a loss to know what would be so considered. And what a fortune, too, the dipper-boys must make; for they get a small gratuity from nearly every party of water-drinkers!

In a former letter I said that the dressing here this year was more simple than that of last season. The remark was premature. It was so, but it is no longer so. The dressers came down just in time for the races, and Broadway is again resplendent with all the colors of the rainbow. When will women learn the truth of the old lines:

"Loveliness
Needs not the foreign aid of ornament,
But is when unadorned adorned the most."

So great has been the transformation as to gorgeousness in the ladies' dresses, amounting as it almost does to a change of fashion, that I have felt constrained once more to consult my old friend, Mrs. Seaver. She greeted me with the exclamation, "Ah, Sir! Saratoga is at last beginning to look its old self!" She told me that colored foulard silk polonaises, fully trimmed, are still *en règle*, but that far more elaborate costumes are fast driving them into the corner. She mentioned the instance of a bright purple silk, trimmed with white Maltese lace, large crochet buttons of purple and white, and looped without a sash—a leather belt with silver buckle taking the place of the sash. This striking costume was crowned with a hat made of scarlet velvet, trimmed with scarlet and black feathers. Some of the morning dresses have a sort of *figlia del reggimento*, or, more strictly speaking, *cantinière* of a hussar regiment, look about them. It is not uncommon to see black dresses trimmed with gold facings and trimmings, and looped on the back, or rather across the back, from one shoulder to the side of the skirt with gold-colored cord. At the Congress Hall ball, the other night, there was a dress which caused quite a flutter among some of the ladies present. It was a black and white striped grenadine—striped, of course, for stripes have as great a prestige as ever. It was heavily trimmed with black and white lace, was cut square in the neck, and was looped up with a broad scarlet velvet sash and bows. Another dress was a silk of a very delicate lavender shade. Some exquisite black lace was thrown in a jaunty way around the neck and fell in shawl-like folds on the overskirt, with a loop up on one side. Black lace seems to be quite the rage for trimming for ball-dresses, for it is almost invariably used as a trimming when white lace is not employed. Many of the ladies seemed very partial to ball-dresses made of a thin, gauzy grenadine polonaise over silk of various colors, though the grenadine does not cover the sleeves or the lower parts of the skirts. These dresses are always worn with court trains, and are, doubtless, considered to be "killing" in their effect by their fair wearers, especially when they are trimmed from the waist and open all the way up the front, so as to show the silk petticoat underneath. Some of the white dresses worn to the Springs in the morning are marvels of needle-work in the way of what is called insertion. To my mind, these dresses and the Elizabethan ruffs are far handsomer and more becoming than all the colored and elaborate trimmings of more costly costumes.

But I am out of breath over the fashions. The fact is I have repeated my lesson of the day, or as much as my thoroughly unfeminine brain can digest in a day. You see I am not a M. Worth. I will part with the ladies and their habiliments with the Biblical quotation that Solomon in all his glory was not arrayed like one of these, and then take refuge in a far less ethereal subject, the Cup Race of Tuesday. For many reasons this race is looked forward to with considerable interest. In the first place one of the great popular favorites of the last three years—Harry Bassett—will occupy a very prominent place in it. His racing career has been most chequered, a series of brilliant triumphs and ignominious defeats. But somehow or other it has always happened that when his friends and backers have given him up in despair and have even gone so far as to back his antagonist, he has again borne the colors of his stable to the front. Consequently, a vast number of people think that it is his turn to win, and they cuddle themselves over this idea with the knowledge that his career as a race-horse is fast drawing to a close, and that his running now will have incalculable influence in regulating his future value, and that he must be run to win. This, of course, is all very plausible and comforting to those who put faith in such arguments; but if, as it is currently rumored, the horse is not in high condition for racing, and has not had sufficient work of late, it seems improbable that he can win the cup from such a horse as Wanderer. Mr. McCormack's horse is in splendid condition, and will compete with Bassett for the position of first favorite. And then, too, there is Mr. Chamberlin's horse True Blue, a horse which, in racing parlance, is decidedly dangerous. Nor are Mr. Crouse's friends despondent about Business. Altogether, although the field for the cup race is not a large one, there is every prospect of its being a most interesting and exciting one.

Speaking about the races, I hear from a variety of sources that it is owing to the supineness of the hotel-keepers that the first race meeting has been so long delayed. I am assured that not only did some of them object to contributing their usual quota to the race fund for the purses, &c., but that one or two of them have actually refused to pay the money which they did agree to contribute to the race fund of last year, and that over their own signatures. They have paid very dearly for it, but they have learned a useful lesson. They imbibed the false notion that Saratoga could get along without the races. They have found out their mistake; but their mistake cost them just one fortnight of their season. I do not, of course, desire or intend to put down the racing in the same category as gambling, but extreme comparisons are sometimes very good argument. I have before me at this moment a private letter from a friend who is staying at Spa. It says: "Spa is not at all full. Bills of rooms and houses to let are everywhere to be seen. According to the published statement of the authorities, there are only 2,000 visitors here this year, against from 12,000 to 15,000 in former seasons. The gaming tables were evidently the great attraction." The race meetings are undoubtedly the great attractions at Saratoga, and if the hotel proprietors withdraw their pecuniary support from the Racing Association, they will be guilty of the extreme folly of cutting off their noses to spite their faces.

PREPARATIONS FOR THE THIRD DAY OF THE MEETING—THE STARTERS—POOL-SELLING.

Special Dispatch to the New-York Times.

SARATOGA, N. Y., July 28.—Great preparations are being made for the races to-morrow, it being the third day of the meeting. Large numbers of people are arriving by every train to witness the contest for the Saratoga Cup, the principal event of the day. The sport is to open with the Saratoga Stakes for two-year olds, three-quarters of a mile, in which there are thirty-eight nominations, and six stables are announced to send representatives to the post. These are Denison & Crawford, who have a ch. f. by Leamington, out of Julietta; D. McDaniel & Co., who have a b. c. by Julius, b. f. by Leamington, and br. f. by Asteroid, out of Harry Bassett's dam; Hunter & Travers, who have nine entries; A. Belmont, who has five, among them King Amadeus and Theodora; F. Morris, who has Regardless, a b. c. by Monday, and a b. c. by Eclipse, out of Slasher Barbarity mare, and M. A. Littell, who will start the Brother to Inverary. The second race is the Saratoga Cup for all ages, two miles and a quarter, and out of the fifteen entries four will probably be at the post, viz.: D. McDaniel & Co.'s ch. h. Harry Bassett, 5 years, and ch. c. Joe Daniels, 4 years; John F. Chamberlin's b. c. True Blue, 4 years, and Rice & McCormack's ch. h. Wanderer, 5 years. The third race is a selling race for all ages, one mile and a quarter, and the starters will be Ortolan, 102 pounds; Bingaman, 102 pounds; Winesap, 96 pounds; Gray Planet, 96 pounds; Chickabiddy, 96 pounds; Business, 93 pounds; Wheatly, 93 pounds; Artist, 83 pounds; Sue Ryder, 90 pounds, and R. W. Cameron's colt, by Leamington, 75 pounds. There were no pools sold on the Saratoga Cup race, in consequence of Col. McDaniel refusing to state whether he will start Harry Bassett, and Dr. Underwood was ordered not to sell pools on it. The rates obtained on the other races were as follows:

SARATOGA STAKES.

Hunter & Travers	$155	$160	$250
Belmont	150	155	215
Morris	170	180	245
Littell	60	55	75
McDaniel	55	50	60
Denison & Crawford	45	33	55

SELLING RACE.

Artist	$235	$180
Ortolan	170	125
Business	110	105
Chickabiddy	110	100
Bingaman	125	70
Gray Planet	70	75
Sue Ryder	80	
Wheatly	40	
Winesap	10	
Cameron's colt	10	

The last five as a field in second pool $120. It is raining slightly.

POOL-SELLING IN THE CITY.

Johnson & Burns' pool-rooms were particularly well filled last night, and bidding on the Saratoga Cup and the Saratoga Stakes was very lively. No pools were sold on the Selling Stakes. The following are the prices realized:

SARATOGA CUP.

Rice & McCormack	$85	$95	$100	$80	$85
McDaniel	65	75	100	70	65
Chamberlin	13	..	16	10	14

SARATOGA STAKES.

Belmont	$55	$55	$50	$55
Hunter & Travers	27	27	25	27
Morris	26	26	25	26
Field	28	30	32	29

THE WEATHER.

SYNOPSIS AND PROBABILITIES.

WASHINGTON, July 29—1 A. M.—The barometer has fallen since Sunday night throughout the Southern and Middle States, the Ohio Valley and lake region; the temperature has fallen in the extreme North-west, but risen in the middle Atlantic States; light southerly winds and calms prevail, with partly cloudy and clear weather, over the Southern States and Ohio Valley; fresh southerly winds and partly cloudy or foggy weather on the Middle and East Atlantic coast; numerous local storms have occurred throughout the country east of the Mississippi, and are now reported from the lower lake region; northerly winds, partly cloudy and clear weather prevail throughout the North-west.

PROBABILITIES.

On Tuesday for the Southern States rising barometer, south-west and south-east winds, partly cloudy or clear weather; *for the Middle and Eastern States, south and west winds, falling barometer, higher temperature and partly cloudy weather, with numerous local storms*; for the lower lake region, variable, followed by north west winds, partly cloudy and clearing weather; for the upper lakes and North-west, rising barometer, north-westerly winds, lower temperature, and generally clear weather.

IN THE CITY.

The following record will show the changes in the temperature yesterday, with the average for the same, as indicated by the thermometer at Dickinson's drug-store, No. 3 Park-row: 3 A. M., 72°; 6 A. M., 73½°; 9 A. M., 75°; 12 M., 78°; 3 P. M., 83°; 6 P. M., 77°; 9 P. M., 74½°; 12 P. M., 70°. Average temperature yesterday, 75⅜°.

THE KUKLUX IN KENTUCKY—A MAN KILLED AND HIS HOUSE BURNED.

CINCINNATI, Ohio, July 28.—A band of Kuklux made an attack upon the farm of Mrs. Mason Brown, mother of Hon. B. Gratz Brown, in Owen County, Kentucky, on Friday night, killed Louis Wilson, (colored,) burned his house, and damaged other farm property. The farm contains large growing crops of tobacco and corn, which it will be difficult to harvest in the absence of labor driven off by Kuklux. Other farms were also visited and warned not to employ negroes as workmen. It is said the Kuklux came from Henry County.

LATEST NEWS BY CABLE

SPAIN.

A SEVERE ENGAGEMENT REPORTED TO HAVE TAKEN PLACE.

BAYONNE, July 28.—It is reported that a severe engagement has taken place near Pampeluna between the Republicans and Carlists, in which the latter were successful. Two guns and 300 prisoners are said to have been captured by the Royalists.

A LARGE CONSIGNMENT OF ARMS FOR THE CARLISTS—DON CARLOS NEAR VITTORIA.

BAYONNE, July 28.—A steamer to-day landed 3,000 Remington rifles at Fuenterrabia, near Bilboa, where they were received by a band of 600 Carlists and taken into the interior.

Don Carlos and Lizarraga were reported on Friday last at Penacerrada, near Vittoria.

FURTHER DEFECTIONS FROM THE REPUBLICAN FORCES—AN INSURRECTION JUNTA DISSOLVED.

MADRID, July 28.—The Republican artillerymen in Valencia have joined the insurgents.

Contreras has dissolved the insurrectionary junta in Cartagena.

Two additional German men-of-war and a British frigate have arrived at Cartagena.

GREAT BRITAIN.

THE QUESTION OF BELLIGERENT RIGHTS TO THE CARLISTS—OFFICIAL NOTIFICATION OF AN INTENDED ROYAL MARRIAGE.

LONDON, July 28.—In the House of Commons, to-day, Mr. Philip Callan, member for Dundalk, asked if there was any probability that the Carlists in Spain would be recognized as belligerents.

Viscount Enfield, Under Secretary for the Foreign Department, replied that the Carlists were undoubtedly gaining ground, but matters were not in a state to entitle them to belligerent rights.

A message from the Queen, notifying the Commons of the forthcoming marriage of the Duke of Edinburgh, and asking that provision be made therefor, was received and read.

Hon. Austin Bruce, the Home Secretary, moved that, owing to the absence of Mr. Gladstone, in consequence of indisposition, the consideration of the message be postponed until to-morrow.

After debate the motion was agreed to.

ROWING MATCH.

LONDON, July 28.—The rowing match on the Tyne between H. Kelley and J. Taylor for £200 a side, to-day, was won easily by Taylor.

FRANCE.

THE SHIPPING TAX ABOLISHED—A NOVEL KIND OF VIGILANCE COMMITTEE.

PARIS, July 28.—The Assembly has passed a bill abolishing the shipping tax.

The Extreme Left has resolved to form a "vigilance committee," which is to sit after each meeting of the Permanent Committee of the Assembly during the recess.

GERMANY.

PRUSSIA DISAVOWS THE RECENT INTERFERENCE IN SPANISH AFFAIRS.

BERLIN, July 28.—The German Government disavows responsibility for the seizure of the Spanish steamer Vigilante, and calls upon Capt. Werner, commanding the German man-of-war which effected the capture, to account for his proceedings. His report of the affair has not yet been received.

ITALY.

RECEPTION BY THE POPE OF NEW BISHOPS—FREEMASONRY AND THE CHURCH IN BRAZIL.

ROME, July 28.—The Pope to-day received a number of newly-nominated Bishops. In his address, he urged them to defend zealously the rights of the Church. Referring to the conflict of the ecclesiastical authorities in Brazil with Freemasonry, he said Freemasons were liable to excommunication, the same as the members of other secret societies, notwithstanding the charitable objects of their organization.

The Liberals have carried the elections in Naples.

BRAZIL.

A STEP IN RELIGIOUS EQUALITY—THE NATIONAL GUARD.

LISBON, July 28.—The South American mail steamer has arrived with dates from Rio Janeiro to the 7th inst.

A decree had been promulgated at Rio declaring Protestant marriages indissoluble unless declared otherwise by competent legal tribunals.

The bill for the reorganization of the National Guard was before the Chamber of Deputies on its third reading.

MEXICO.

REVOLUTION IMMINENT IN NUEVA LEON.

MATAMORAS, Mexico, July 28.—The *Public Voice*, (Spanish newspaper,) of this city, states that a revolution is imminent in the State of Nueva Leon. There are three aspirants for Governor in that State, consequently the election will devolve on the Legislature which will meet in Monterey in September next. So intense is party hatred, originating in the revolution of last year, and revived in the present political contest, that an outbreak is regarded as inevitable. Private advices state that prominent residents of Monterey are already preparing to leave that city to avoid being complicated in the threatened troubles.

THE PATENT CIGAR-BOX—MEETING OF CIGAR MANUFACTURERS.

PHILADELPHIA, July 28.—An adjourned meeting of cigar manufacturers was held to-night to hear the report of the committee sent to visit Washington to oppose the introduction of the patent cigar-box. The committee reported that they met delegations from New-York and Baltimore on the same errand, and believe they were successful in impressing the Commissioner with the idea of the impossibility of preventing frauds through the proposed plan any more effectually than by the present mode, and that it would be a serious detriment to the interests of all engaged in the cigar trade if the patent box was introduced. The report was adopted, and a discussion followed on a question of organization of a national society of manufacturers, but no action was taken except the appointment of a committee to take into consideration this and other subjects of interest to the trade.

THE CHOLERA.

INDIANAPOLIS, Ind., July 28.—Two additional deaths from cholera were reported by the Board of Health to-day. Seven deaths in all have occurred since the cholera appeared, five of which were of children of one family.

LITTLE ROCK, Ark., July 28.—The cholera is prevailing on plantations below here to a considerable extent. Eleven deaths have occurred since Friday on one plantation. It has not reached the city.

COLUMBUS, Ohio, July 28.—There are no new cases of cholera in the Penitentiary.

ANOTHER STAGE ROBBERY IN CALIFORNIA.

SAN FRANCISCO, July 28.—Yesterday the Colfax and Grass Valley stage was stopped by four men, near Grass Valley, who blew open Wells, Fargo & Co.'s treasure box and decamped with $8,000. None of the passengers were molested.

THE CITY PRISON.

PROPOSED SITES FOR THE NEW BUILDING.

MEETING OF THE PRISON COMMISSION—REVIEW OF THE SUBJECT BY CONTROLLER GREEN.

The commission appointed by the last Legislature to locate and erect a new City Prison instead of the Tombs, met yesterday in the Mayor's office. All the members, consisting of Mayor Havemeyer, Controller Green, and Mr. Vance, the President of the Board of Aldermen, were present. At a previous meeting the Controller was appointed to collect facts in relation to the most eligible site for a building, with a view to facilitate the work of the board. Mayor Havemeyer called the commission to order, after which Mr. Green presented the following report:

To Hon. William F. Havemeyer, Mayor; Hon. Samuel B. H. Vance, President of the Board of Aldermen, who, with the Controller, are Commissioners for the Erection of the New City Prison and Bridewell:

At a meeting of the Commission, held on the 11th of June, 1873, the following resolution was passed:

Resolved, That it be referred to the Controller to collect such information as in his judgment may be necessary to enable the Commissioners designated by chapter 535 of the Laws of 1873, to carry the provisions of said act into effect, and to report the same at their next meeting.

I have given the subject such attention as my other occupations would admit, and present the following several considerations:

As Bellevue Hospital has been named and somewhat urged as a site for the proposed new prison, I addressed a letter of inquiry, on the 13th of June, to the Commissioners of Charities and Correction upon this subject.

On the 8th of July I received a reply thereto, dated July 2, and with this letter I also received a printed copy of the proceedings of the Medical Board of Bellevue Hospital. I have also obtained a copy of the report of the Committee of Chemists, Drs. Draper, Doremus, and Chandler, who were appointed in the year 1872 to examine and report upon the animal and vegetable poisons in Bellevue Hospital, and the best manner of their extirpation. These documents and the letter of the Commissioners accompany this report.

From this correspondence I gather that the Commissioners of Charities and Correction are desirous to continue the hospital at Bellevue, and that the unfavorable reports regarding the sanitary condition of the buildings, requiring their demolition, were unfounded in fact, except in so far as was due to a defective system of heating and ventilating, and to the crowded state of the buildings, defects which might be easily corrected by improving the heating and ventilation and by extending the buildings upon the spare lands of the place. My own impressions are that the Bellevue buildings are well located for a hospital. They could not be removed and as conveniently rebuilt for $1,000,000, and to endeavor to change them into a prison would be a great waste of money.

The Commissioners of Charities and Correction also state that, in their opinion, the present City Prison, with certain changes and additions, might be made to supply the wants of the City for the next fifty years. Were it not for the imperative requirements of the law, which provides that the Commissioners shall "locate and erect a suitable building in said City, to be used as a City Prison and Bridewell, in the place and stead of the buildings now used and occupied for that purpose in said City." * * * * * And "within six months next succeeding the completion and occupation of such new building, the building now used as a City Prison and Bridewell shall be vacated, and the said building, together with the land upon which the same is erected, shall be put up for sale and sold at public auction by the Commissioners of the Sinking Fund of said City, upon such terms, either in one parcel or otherwise, as the said Commissioners of the Sinking Fund shall determine." It might be well to consider the advantages of the present site.

I have taken pains to ascertain the conditions that should control in the location of a new prison. This is not an easy task. Various elements are involved: that of the transportation of prisoners to the prison; their safe detention till trial and after trial; their transportation to their ultimate place of confinement.

The gathering-grounds of crime are from the Battery to King's Bridge and in the adjacent waters of the City. The police take an arrested person first to the police courts if open, and if not, to one of the various station-houses scattered over the City, where they may remain a few hours, and then to one of the police courts, which are located as shown on the map hereto annexed. The Police Court either hold the person arrested for trial or discharge him. The persons arrested, numbering 86,629 for the year ending April 5, 1873, are thus winnowed at the police courts, and it is from them that the City jail is supplied. This is stated because it touches the question of transportation of persons arrested from the various police courts to the Tombs or jail. It would seem in this point of view that the new jail should be centrally located, not geographically central to the whole island, which would not by any means be in the centre of arrests. The population is more dense below the Central Park. It is much more so on the east and north-east than on the west and north-west of it. A jail located about the geographical centre of the island would, therefore, not now be the most conveniently located for the purpose of conveying prisoners to it. The police courts are not in permanent locations—they are temporarily accommodated. It would be impossible to locate the new prison with reference to their unknown future location. They are moved about by whim and fancy, and by considerations of favored owners of property rented.

The second consideration is that of conveying prisoners from the jail to places of ultimate confinement—that is, either to Blackwell's Island or Sing Sing. For this purpose a prison located on the East River, from Twenty-third to Eighty-sixth-street, would be convenient both to the island and to the station to take the cars to the State Prison.

The third consideration is the convenience of judges, law offices, counsel, attorneys, grand and petit jurors, and witnesses, who, to the number of some hundreds, are required to attend almost every day.

The fourth consideration is the necessary relations of the business of lawyers, &c., engaged in the criminal administration with the civil courts at the City Hall; it is unquestionably very important that these should be within convenient distances of each other. The District Attorney, Hon. Benjamin K. Phelps, has kindly given me the benefit of his views on this subject, and so far as his duties are concerned he deems it indispensable that the District Attorney should be at both classes of courts almost daily. Appeals from the lower courts are taken to the Supreme Court constantly, and certain high crimes are disposed of in these high courts, the sessions of which are held in the City Hall Park.

It has often been said that the buildings in City Hall Park would be moved up-town at an early day; the very location of the new Post-office seems not to favor this idea. The courts may be moved up-town, but it is not probable that it will be very soon, and their being fixed where they are, and the convenient relations between the City Hall Courts, seem to point at this as the chief indication where the new buildings should be placed. Jurymen and witnesses often have their business in the lower part of the City, and if the courts are down-town, can give in the early part of the day some attention to their own affairs.

The question of the transportation of the prison inmates is one easily disposed of. It makes but very little difference as respects the convenience of this service where the prison is located. A service of vans will convey the prisoners to the bridewell, and from it to the points of departure for more permanent confinement.

The location of the Court of General Sessions in the prison building will avoid the distressing sights of handcuffed men going through the streets in gangs from the Tombs to the courts in the City Hall Park, where they are crowded in suffocating masses while the trials are going on.

Starting, then, with this point fixed, that we must be near the courts, and that the courts as now located will not soon be removed, the question arises whether any site can be obtained that will be convenient and that would outweigh the advantages of retaining the prison in its present location.

THE PRESENT SITE.

It is truly said that the present site is low. It is precisely on the site of the old Collect Pond; it is by some claimed as unwholesome. The facts do not seem to bear out this latter statement. Those familiar with the prison say it is very healthful, that no epidemic was ever known there, and that the chief difficulty is owing to the plan and arrangement of the buildings and its drainage and want of room.

The cause of the complaints of its unhealthiness is confined to the cell department, and is due to an improper system of plumbing-work and drainage.

The buildings are certainly not built upon the most improved plan of prison architecture, nor is the block large enough to receive the buildings required to be erected for the criminal courts and the prison, but this might be remedied. The next block of ground, at present occupied as a freight depot, is owned by the City, and though leased for a period of years, might probably be had. The arsenal building, on the next block above the depot, belongs to the City.

These blocks might be taken, and upon them new buildings for the prison erected. Transferring the prisoners to one of these when completed, the building for the criminal courts, required by the act to be located in the prison building, might then be erected upon the present site of the prison. Communication between the buildings could be had by an inclosed gallery extended across the intervening streets.

Regarding the area of land required for the proposed buildings, I have, on application to the officers of the several courts to be accommodated, gathered together the dimensions of the court-rooms and other apartments required for transacting the business of the criminal courts, and from these I have arrived at the following conclusions:

Considering the accommodations needed, and allowing for such portions as may be located in upper stories, I find that for the Court of General Sessions, the City Judge, the Recorder, and the District Attorney, no provision is made for the latter officer by the act, a building will be needed which will occupy an area of 10,000 square feet. I also find that to accommodate the Court of Special Sessions and the Police Court, a building will be required which will occupy 10,000 square feet, or, together, there should be 20,000 square feet provided for the courts and their accessories.

This area of land is that required simply for the principal rooms in their net dimensions. To this there will have to be added for minor rooms, vestibules, stairways, walls, and open area for light, about 100 per cent., making a total requirement for this part of the building of 40,000 square feet.

Our present City Prison has 184 cells, only 145 of which, however, are in use, and only a portion of them are of proper dimensions, while many of them contain two and sometimes three prisoners each.

From this crowded condition of the prison, and accommodations with the rapidly increasing growth of the City in extent and population, I estimate that it will be proper to provide for at least 1,000 prisoners. This, it will be remembered, is not a punitory place of confinement, but of temporary safe keeping during trial. The number of inmates to be accommodated at one time will depend very much upon the efficiency of the judicial machinery charged with the duty of examining and trying them. If this works steadily and continuously the detention of each prisoner in the jail need not be very long, but if the machinery works with but spasmodic zeal, the number and time of detention will be greatly increased.

A building of this capacity, properly arranged, will cover about 30,000 square feet. To this should be added, for the various requisite appurtenances and for yard space, about 10,000 square feet, making for the prison an aggregate of 40,000 square feet.

To this add the amount above estimated for the requirements of the criminal courts, and we have, as the total ground space required for the proposed building, 80,000 square feet.

An ordinary block of ground of 200 by 500 feet contains an area of 100,000 square feet.

The block upon which the present City Prison is located contains about 45,000 square feet. The block occupied by the adjoining railroad depot contains about 40,000 square feet, and the plot opposite, occupied as an arsenal, contains over 10,000 feet. Together, the three pieces contain about 95,000 square feet.

The Bellevue site is 460 by 470 feet, and contains 216,200 square feet, and, when filled out to the established bulkhead line, it will contain a trifle over 300,000 square feet.

The block of land upon which the Eighteenth Ward Market stands has also been proposed as a site for the contemplated prison and courts. This block measures 184 by 892 feet, containing 164,128 square feet.

Several other sites have been suggested. It has been my purpose rather to ascertain and indicate the general reasons that should control the site, and how much space is required, than to fix upon a definite location. This must be done by the joint judgment of the Commissioners. By the terms of the act, any land that the Commissioners deem proper can be taken by the process of eminent domain. The site of Centre Market is very convenient, but its area is only 23,932 square feet, which is not sufficient for our purposes.

Comparing these dimensions, except the last, with that of the required area—80,000 square feet—either of these sites appears to be ample in size for the proposed buildings, while some of them are entirely too large.

In considering the character of the sites proposed, that at Bellevue Hospital has some advantages: but inasmuch as the place is needed for the hospital, it would seem better to seek some other location for the prison.

The Eighteenth Ward Market is objectionable in its remoteness from the business centre of the City, and because it would be necessary to destroy the present buildings on it. This applies with equal force to the hospital site and to all others similarly situated.

The disadvantages of any site such as the Bellevue Hospital or the Eighteenth Ward Market, or any other up-town position off of the central line of cheap communication, are great, with reference to the transaction of the necessary business of all kinds connected with the City Prison, and an examination of the map of the City shows that this will continue to be so even when the time comes for the removal of the present City Hall and other buildings associated with it, for the change in the position of those buildings, if made at all, must necessarily be to some central position on or near Broadway.

A site on the shore of the river appears to have no advantage with regard to salubrity over an elevated, easily drainable location in the interior of the City, and the problem, therefore, appears to be simplified to the selection of a site that shall offer all the advantages of the present one in regard to convenience of access to the courts and public generally, and that shall be superior to it in other respects.

It would seem very desirable, therefore, to fix the site not far removed from the present courts. Somewhere about the intersection of Canal-street and the Bowery would be very central, and would be accessible by street cars from all sections of the City, and not too far from the City Hall.

The law being mandatory, a suitable position for the new jail has thus been generally indicated.

The question of the especial unfitness of the site of the Tombs for what is required by the City at this time is not a matter that has been referred to this Commission. It is required by the act to select a new site and sell the present one. Our decision must be made on the assumption that it is an established fact that for some reason known to the lawmakers the Tombs site cannot be made healthy by a judicious system of drainage, and that additional and improved accommodations are needed, and that it is better for the City to start anew rather than to attempt additions and improvements on the present ground.

We should, I think, be careful in selecting a site to avoid our being unduly influenced by the fact that the habit of those having business with the prison have become fixed, in the course of a series of years, by the necessity of going where the prison is located. These habits and ideas of convenience might have been just as fixed and settled had the prison been in some other location, and if it had we should now very likely be equally influenced by the fixed current of things in favor of that location.

From the annexed sketch taken from a plan of grades filed in the Controller's office, under chapter 570 of the laws of 1871, it appears that it is proposed to raise the level of the ground of a very large area around the present Tombs, from Broadway to the Bowery, and from Bleecker to Chambers and Chatham streets. If this expensive job should ever be carried out the streets adjacent to the Tombs, to wit, Elm, Centre, Franklin, and Leonard, would be raised about thirteen feet, thus burying the Tombs as now built. As to the question of salubrity, we may safely assume that, with the requisite drainage, any site on the island is healthy enough.

It is, perhaps, needless for me to say that in the construction of the building, no necessary expense should be spared to render it healthful and convenient. It should contain all the best methods and modern contrivances for convenience of administration, and to satisfactorily accomplish all its purposes. The prison apartments may be placed on the upper stories, and thus the advantage of elevated ground obtained. The walls should be so built as to admit of bearing other new stories, if more room should ever be required, thus carrying the building up rather than extend it on the ground. These stories should be conveniently accessible by means of safe elevators, by which prisoners can be taken up and lowered. Each prisoner can thus be taken from his cell and delivered at the court room when required there for trial or sentence, without danger of escape, or without being subjected to the gaze of idle loungers.

Having for some years been a member of the Prison Association, which has been the means of doing much good, I have had some occasion to consider these subjects, and it will. I am sure, be as gratifying to you as it will to me to be instrumental in correcting, to some degree the, abuses of our prison administration, and that you will be as ready as I am in the interests of society and of humanity, to take advantage of the opportunity that is now placed before us. ANDREW H. GREEN, Controller

NEW-YORK, July 28, 1873.

After the report was read, Mr. Vance said that, in view of the importance of the subject, it would be well not to take action upon it until it had received due consideration. The commission then adjourned to Wednesday at 4 P. M.

A law passed by the Legislature in April, 1871, empowers the Commissioner of Public Works to alter the grades of the section bounded by Chambers and Bleecker streets and Broadway, and Chatham-street and the Bowery, so as to make them uniform. No action, however, was taken upon the law. Should a new City prison be built in the locality allowance will be made for a new grade.

THE STORY OF A LOST SHIP.

THE SUFFERINGS OF THE CAPTAIN AND CREW OF THE CASPAR WILD—NINE DAYS' STRUGGLE WITH A SINKING SHIP.

The brig Caspar Wild, which left Shields, England, on June 28, with a cargo of chemicals, for Philadelphia, was lost on the 21st inst., after the Captain and crew had suffered great hardships for nine days while struggling to keep the vessel afloat. On the 12th of July, while in latitude 48° 13′ and longitude 3? 50′, very rough weather was experienced. A heavy gale blew from the west round to the north-west, which lasted with unabated fury for three days.

The Caspar Wild, which has been a number of years built, and had not been in a really seaworthy condition when starting on the voyage, sprung a leak during the gale. The Captain and crew became alarmed for their safety, and as the only hope left of saving themselves, set to work the pumps with great energy. For nine days they continued at this labor, day and night, but still the water kept increasing, until, wearied and exhausted on the 21st of July, the steam-ship Spain, of the National line, Capt. Grace, hove in sight. All hopes of saving the vessel had been abandoned, and the most the Captain and crew expected was to keep the Caspar Wild afloat until some vessel could be signaled. During the greater part of the time intervening between the 12th and 21st, the crew felt themselves in suspense between life and death. On the appearance of the Spain a flag of distress was hoisted, and the men renewed their exertions to pump out the water which had been every day increasing, despite their most determined efforts. A boat was immediately sent to their assistance from the Spain, and the Captain and crew were taken from the ill-fated brig only a few hours before she went down. By the time the Spain offered her assistance, the Captain and crew of the Caspar Wild were so completely exhausted from the fatigue, anxiety, and hardships they had suffered for nine days, during which all their hopes were centred in manning the pumps, that they had scarcely strength enough left to express their emotion and gratitude for their providential deliverance. Several times the men became so wearied that they lost all hopes, and would have abandoned themselves to the mercy of the waves rather than expend their last energies in endeavoring to keep the vessel afloat. But Capt. Gill encouraged them to persevere, and shared in all the hardships of the crew. The Captain and crew of the Caspar Wild were well cared for upon being taken up by the Spain, and in the course of a few days were fully recovered from the effects of their suffering. The Spain reached this port on Sunday evening, and safely landed Capt. Gill and the crew of the Caspar Wild—nine persons in all. The Caspar Wild was 192 tons burden, was built in Norway in 1859, and was owned by Emil Goth, of Christiansand. Capt. Gill and his men now speak in glowing terms of the kind treatment they received at the hands of Capt. Grace and officers of the Spain.

MINNESOTA RAILROAD SUITS.

DETAILED REPLY TO ALL THE CHARGES MADE—STATEMENTS OF GEN. CASS AND GEORGE L. BECKER.

The answer to the charges made in the writ brought by John S. Kennedy, Henry M. Baker, and John S. Barnes, of this City, against the Northern Pacific Railroad Company and the St. Paul and Pacific Company, was filed in St. Paul, Minn., on Thursday last, by Gen. George W. Cass, President of the first company, and George L. Becker, President of the latter. To a reporter of the St. Paul *Press* Gen. Cass described it as follows:

"To the first charge made in the complaint, that the First Division Company had willfully and wrongfully appropriated advances made for iron, &c., amounting to nearly $700,000, Gen. Cass stated that this money was used for paying coupons of former issues of the St. Paul and Pacific Railroad; that the misappropriation was not by George L. Becker, in fact, but by Lippman, Rosenthal & Co., the foreign bankers at Amsterdam, who had charge of the selling of the bonds, they refusing to make any further advances on the $15,000,000 bonds unless the interest was paid.

To the second charge of the improper conversion to the Northern Pacific Company of 1,472,000 acres of land by the First Division Company, through its failure to complete the St. Cloud and St. Vincent extensions, and 'in fraud of the rights of the bondholders,' there is direct denial. The St. Paul and Pacific now own all the lands they ever had, and have lost nothing by inaction, fraud or delay.

To a further charge that William G. Moorhead, as agent of the Division Company, received large amounts of money to be applied to the construction of said extensions, which he misappropriated, and in divers ways and manners has been unfaithful and negligent in respect of his duties as agent, it is replied that Moorhead has received from the Amsterdam bankers, (Lippman, Rosenthal & Co.,) in all out of the sale of $9,000,000 of bonds by them, only $1,900,000, all of which has been expended in the construction of the road. The Amsterdam bankers, therefore, paid over to Moorhead only about twenty cents on the dollar on the bonds they claim to have sold, and this is all of the money ever sent to the United States for the construction of the St. Paul and Pacific extension.

Again, it is charged that of the bonds issued under the extension mortgage, the First Division Company, with the consent and connivance of Moorhead and George L. Becker, wrongfully and unlawfully, and in fraud of the rights of the bondholders, expended the proceeds of $1,500,000 in completing the main line from St. Anthony to Breckenridge. This is met by the statement that a million and a half of bonds charged to have been expended by Becker and Moorhead were never in their possession, nor were the proceeds thereof, but they were paid to Litchfield by Lippman, Rosenthal & Co., the Amsterdam bankers, so as to make good the promise they had made to the Dutch public, and which they had not been able to redeem.

The sixth charge is that the accounts of the First Division Company, and its statements and balance sheets have been obscure, unintelligible and unsatisfactory; that the business of the company in this respect has been negligently managed; and that by said statements and balance sheets the company appears to have incurred a large floating debt, the origin of which has not been accounted for,—all these charges are denied in toto. Moreover, a thorough examination of the books by expert and experienced accountants is challenged, which examination will show that the books have been systematically and thoroughly kept, and that the chief book-keeper himself was sent here by Lippman, Rosenthal & Co., and was a person in whom they professed to have confidence; and that their allegation of this management comes with a very poor grace.

Gen. Cass passed over the charge of mismanagement of the road in relation to the St. Cloud bonds, amounting to $65,000, and the allegations that the company had given special privileges to certain parties in the matter of lumber and timber lands, and the management of grain houses along the main line, as he said they were local matter, of which he had no official knowledge, and which Mr. Becker would doubtless explain.

It is furthermore denied that there has been any diversion of land grants, and that the following charge is without foundation, namely: That the First Division Company is now wholly insolvent and in default of interest on its bonds; that the shares of the First Division Company were falsely and fraudulently issued as full-paid stock without any payment therefor to the company, and were so issued by persons unknown to the Northern Pacific Company—the latter paying therefor a sum far less than the nominal amount thereof.

To the following, cut from the published account of the first complaint, Gen. Cass replied briefly: 'On these and other grounds the complainants request the United States Circuit Court to interpose and appoint a receiver, to enable the stockholders to complete the extensions—$5,000,000 being still required for that purpose. They pray that Becker be required to account in court for all sums received and disbursed under the mortgages, and that the extension mortgages be foreclosed to secure the title to the lands.' Said Gen. Cass, '$5,000,000 is not needed as is alleged above, but $3,000,000 will pay the debts, complete the extension, and Lippman, Rosenthal & Co. have in their possession $4,500,000 of bonds, according to their own admission, and there is already $6,000,000 in bonds which they have not accounted for.'

In response to some general interrogations, Gen. Cass stated that John F. Barnes has not the power to act as attorney for the other bond holders, and that he will not be able to get it from the majority of the bond holders, although he may succeed in a few individual cases. Mr. Becker has been faithful to his trust, as a candid investigation into the facts will prove; and the present move is looked upon by many as a conspiracy against him by foreign capitalists rather than anything else. He (Gen. Cass) doubted not that if De Graff & Co. had the money and the entire charge of matters, without being hampered, they would push the extension lines forward to completion by the first day of December next."

GEORGE L. BECKER'S POSITION.

The *Press* adds: "Above are given the views of Gen. Cass. In relation to Mr. Becker, it may be said that he filed his answer yesterday, in which he goes into a most thorough and elaborate examination of the case. He deals particularly with questions pertaining to the issuance of bonds, and gives all the information relative thereto, together with all the correspondence which passed between himself and E. D. Litchfield, of London; L. Wilmar, of London, and foreign and American bankers, and a large number of tables taken from the books of the road. Mr. Becker makes a reply to the charge that the First Division Company made special contracts with Hill, Griggs & Co., of St. Paul, and Armstrong & Co., of Minneapolis, giving them the exclusive right to carry lumber over the main line, and by means thereof placed the value of timber land and the price of wood and timber in St. Paul under the control of these parties, and subjected the people of the State to great overcharges, thereby injuring the interests of the road, and imposing upon the public by producing the affidavits of well-known railroad men, who examine the matter in detail and exculpate Mr. Becker. Mr. F. R. Delano makes a long affidavit, and states that in his opinion the contracts relating to the wood matter are for, and inure to the special benefit of all parties concerned, and create no monopoly and expose the said railroad company to no danger whatever from or to the legislative action, and that the president and directors served the best interests of the stock and bond holders and of the public by making and adhering to said contracts. Mr. Delano claims that the result of the contract above alluded to was:

1. To reduce the cost of wood for fuel to the railroad to the lowest possible amount.

2. To enable the said railroad company to furnish wood at low prices to the settlers on the great prairies on the line of the road.

3. That wood has been furnished and transported by these contractors in large quantities each year under the terms of the contract, to Minneapolis and St. Paul, thereby holding the prices of wood at these places at a steady and reasonable price of from $4 50 to $6 50 per cord, and greatly to the benefit of the wood consumers of these cities.

4. That under the said contract the railroad company has received a very large revenue—much larger than they possibly could have received under any other plan for conducting the wood business.

5. That as an effect of these contracts the value of the wood lands owned by the railroad company, and tributary to it, have been greatly enhanced in value from about $3 per acre, in 1868, to from $10 to $15 per acre in 1873.

6. That the owners of woodlands and choppers on the line of the road are receiving steady and remunerative prices.

Mr. Delano then states that in February, 1872, he took steps to ascertain the cost of wood to the several railroad companies operating in Minnesota, with the following results:

PRICES OF WOOD FOR RAILROADS.

Milwaukee and St. Paul, 60 miles through woodland, $3 50 per cord.

St. Paul and Sioux City, 90 miles through woodland, $2 35 per cord.

Southern Minnesota Railroad, 40 miles through woodland, $4 25 per cord.

Winona and St. Peter Railroad, 70 miles through woodland, $3 25 per cord.

St. Paul and Chicago Railroad, 40 miles of woodland, $3 50 per cord.

Hastings and Dakota Railroad, 12 miles through woodland, $3 75 per cord.

Lake Superior and Mississippi Railroad, 120 miles through woodland, $2 per cord.

Northern Pacific Railroad, 160 miles through woodland, $1 90 per cord.

St. Paul and Pacific Railroad, Main and Branch Line, 55 miles through woodlands, $1 70 per cord.

A reply is also made to the complaint that the management of the main line for a long time has been and now is such as to favor certain parties having grain-houses along the line, and to the prejudice of the farmers and producers settled along the vicinity of the line; that the company often fails to have cars in readiness for grain when brought to the railroad, and thereby exposes farmers to the necessity of a forced sale below the price to such parties having grain-houses. Mr. Delano deposes that he was Superintendent of the St. Paul and Pacific, and of the First Division of the St. Paul and Pacific Railroad Company, and that he is familiar with the workings of the grain-house contracts, and of the workings thereof on this line of road, and that they were made and entered into upon his recommendation, with the belief that they were for the best interests of the stockholders and bondholders, and also of the farmers and grain-dealers. The contract requires the contractor to erect suitable elevators or houses at the necessary points, in which wheat can be inspected and graded. The farmer can store his wheat in these elevators, and if the price at any particular time does not suit him, deposit the grain at a low price per month until he sees fit to dispose of it. The operation of the contract also allows persons who may desire to ship their wheat to obtain cars of the railroad and ship their grain themselves without its going through the hands of contractors. No more favor is shown the officers and managers of the road, he believed, than to other parties doing a grain business. The contract has maintained a steady and reliable price for good sound graded wheat, greatly to the advantage of the producer and to the railroad company in the increasing value of wheat lands, and the increased cultivation of wheat on the lines of said road. Other affidavits are given, taking a similar view of the facts."

MORE ABOUT SALT.

The published talk about a "corner" in salt has stimulated the Bay City (Mich.) *Chronicle* to investigate the matter, and what it has learned is thus stated in a recent issue: "We find that while some of the circumstances may be taken readily enough as indicating a prearranged corner, there are others which go to substantiate the claims made by the dealers that the whole thing is the simple result of a legitimate demand for our salt. The first thing which attracts attention is the fact that there is probably now not an unsold lot of salt on the river below Carrollton, and not over 4,000 or 5,000 barrels on the whole river. This is a strong contrast with the state of affairs at this season last year, when the rule was that every dock had 2,000 or 3,000 barrels on it. Added to this fact is the other, that many manufacturers have sold ahead, though it is difficult to form an accurate estimate of the extent to which this has been carried. Contracts have been made with some manufacturers for their entire product for the season, while others have contracted for only a part of their make, for a certain length of time, reserving the balance to themselves. To account for the unusual demand so much earlier in the season than last year, it is stated that Saginaw salt is preferred in the Ohio markets as well as in the Western ones. This is a state of affairs which is new this year, and arises mainly from the superior quality of the packages and the general care used in putting up the salt. The Canada salt, say the dealers, may be as good as the Saginaw product, but their packages will not bear a comparison. Another fact is alleged as a reason for the increased demand just now, and that is that there has this year been no accumulation of stocks either here or at the great distributing points for our salt. There is little or no salt in store at Chicago, Milwaukee or Racine; very little at Toledo, though a large dealer there has had some special advantages in the way of purchases and freights; and little also at Cleveland. The demand has kept pace, at the lowest calculation, with the production, and there is now no surplus on hand at the works or in the markets. The ruling prices here have ranged of late from $1 40 to $1 45 per barrel, and we hear of offers of $1 50 having been made and refused for salt yet to be made. Last year the market opened with sales at $1 30, and ran up in the Fall to $1 60, and even higher in several sales. This year the opening price was somewhat higher, while the advance, which seems to have now fairly commenced, is considerably earlier than last year. Between this date and the 1st of August there will go out of the river not less than 45,000 barrels of salt. Messrs. Brewster and Keith, of this city, had last night six vessels in the river to load with salt for the Western market. One cargo goes to Racine, two to Milwaukee, and the rest to Chicago. The schooner F. Palms is loading in bulk at the New-York works. It will be seen that salt is on the move, and right lively is it going. It is the opinion of those well posted, and who know the condition of outside markets, that the price of salt will reach the figures of last year, if not exceed them. The latest quotations from Detroit, Toledo, Cleveland, and other points show no advance in rates, but this must come if the conditions here and elsewhere are as given above. The prospect for salt men is therefore pretty fair."

TRANSPORTATION—THE OTHER SIDE.

The St. Paul (Minn.) *Press* says that, notwithstanding the complaints of the people and of the farmers' granges relative to the extortionate rate of railroad freights, it appears that these rates on the leading trunk lines have been steadily reduced during the last few years. To support this assertion the *Press* gives the following figures: "Not long ago we quoted the figures supplied by the Michigan Southern and Lake Shore Railroad, which showed a reduction of nearly or quite fifty per cent. in the rate of freight charges, while it gave evidence of a heavy increase of traffic. The annual report of the President of the Michigan Central Railroad, which is just received, makes the same showing. As a matter of curiosity and comparison, we subjoin the following exhibit of the freighting business of that road for a series of years:

Years.	Tons of freight moved.	Freight earnings.	Earnings per ton per mile.
1865	485,275	$2,223,529	.3 6-100
1866	533,451	2,208,591	.2 60.100
1867	578,177	2,285,581	.2 49-100
1868	638,386	2,480,974	.2 45-100
1869	802,835	2,755,200	.2 9-100
1870	823,770	2,634,438	.1 98-100
1871	1,105,875	3,072,557	.1 61-100
1872	1,238,313	3,379,695	.1 56-100
1873	1,416,792	3,852,933	.1 57-100

Here it will be seen that since 1855 the rate of charges has decreased from .3 6-100 cents per ton per mile to .1 57-100 cents, or more than one-half, while the tonnage has increased from less than half a million tons moved to nearly a million and a half tons. The report of the President says that had the company been obliged to do the business of 1868 at the actual rates of 1873, the gross receipts from freights would have been $1,579,722 instead of $2,480,974, the difference nearly equaling the total surplus of the road for 1868. Whether the rates have now reached the minimum figure at which the road can afford to do business, is not stated in the report, but the only condition on which the lowest rates can be maintained, that of a heavy traffic is most obvious."

THE MONITORS AT NEW-ORLEANS.

Some months since Lieut. Commander Kells received from the Naval Department orders to place all the vessels at the iron-clad station at New-Orleans in sea-going order, and it was immediately done. The New-Orleans *Republican* of Friday last says: "The eight iron-clads now lying here, all of which were built at Pittsburg, have been for some months in such a condition that five hours' notice would be sufficient to make them ready for action. Three of them, the Chickasaw, Kewaydin, and Winnebago, two turrets and four guns each, are only intended for river service. The others, the Etlah, Iris, Klamath, Umpqua, and Yuma, are sea-going monitors, all built on the same model, 483 tonnage, with single turrets and two guns. They are prepared at any moment to get up steam, receive crew, powder, and stores, and go into commission. Mr. Daniel Ward, the officer in charge, has everything in perfect condition, from the tremendous machinery of the turret down to the smallest portion of the bright work. It has been stated by gentlemen whose opportunities secured them accurate information that 450 seamen could be enlisted in this city. The Secretary of the Navy seems to be equally well informed, and determined to take advantage of the circumstance. It is rumored in authoritative circles that the Government will, in a few days, establish a naval rendezvous at this port. This will be hailed with satisfaction by every one, as showing a strengthened confidence in the people of New-Orleans. The establishment of our naval station on such a basis would tend immediately to assist in the recovery of the prosperity of the city. Four or five hundred chances for employment for active, intelligent, able-bodied men, many of whom are now seeking in vain for employment, will be eagerly sought for. The political aspect of the move can only be left to conjecture, But, with Escobedo moving toward the Rio Grande, Gordon filibustering in Central America, San Domingo entering on a revolution, the Cubans growing more and more powerful and confident, and the action of Secretary Robeson in the matter of the steamer Virginius, it is very significant. The spectacle of five double-barreled thunderbolts, ready to be launched in any direction, is very inspiring, especially to the eye that controls the hand that holds them."

RETURNING FROM A WEDDING.

A singular accident which befell a party of persons from Akron, Ohio, while returning from a wedding, is thus described by the Akron *Beacon* of Thursday last: "The party consisted of a gentleman and his family, who occupied one carriage, and two ladies who followed driving a single horse. The occupants of the first carriage being apprehensive that some accident might befall the young ladies, looked back frequently to see that all was right, and were not a little relieved each time at seeing the horse quietly trotting along with no signs of running away or otherwise misbehaving himself. Matters thus proceeded until the party reached Market-street, near Prospect, when on turning aside to speak to the occupants of the second carriage, the gentleman was not a little amazed to see the horse, which had been following so quietly, shoot ahead on a keen trot, with the lines lying loose upon the dash-board and the carriage empty! Of course his first thought was that some dreadful accident had occurred and, leaving the horse to find his own way to the stable, (which he did in safety,) the gentleman retraced his journey to Tallmadge where he and his companions were overjoyed to find the missing ladies safely aboard another vehicle and on their way to Akron. Their story was that soon after leaving the wedding party their horse stumbled and, falling, threw the occupants over the dash-board, whence they fell to the ground not much injured but considerably frightened. The horse, instead of running, continued his quiet trot as if nothing had happened, following the first carriage all the way to Akron, a distance of four miles. The ladies were comfortably provided for at a neighboring house, and soon afterward started for home."

ANOTHER CHILD MURDERER.

Another murder by a colored child is reported by the Winnsboro' (S. C.) *News* of the 24th inst.: "It occurred at White Oak, eight miles north of this place, and is certainly mysterious. The case, as reported to us, is that of a child not exceeding eighteen months of age killing another of nine months, by maiming, biting, and bruising, until life was despaired of—a feat which the young cannibal had attempted a few days previous in attempting to bite to death another of its playmates. We forbear giving names until we learn more of the facts, although from the source we derived the information the facts cannot be disputed."

FIGHTING ON THE CARS.

MURDEROUS AFFRAYS ON RAILROAD TRAINS—TWO MEN KILLED AND OTHERS INJURED.

Yesterday's exchanges brought three several accounts of sanguinary fights on railroad trains. The first is given by the Cincinnati *Commercial* of Sunday, and embodies a report of a murderous affray between cousins. The *Commercial* says: "Passengers on the Kentucky Short-line Railroad express-train, from Louisville to this city, yesterday afternoon, were witnesses, at about 6 o'clock P. M., of a singularly tragical affray between first cousins, that resulted in the almost immediate death of one of the parties. We have from eye-witnesses the following facts of the tragical affair: J. D. Whittaker was in the baggage-car, on his way up from Louisville to a station north of Wirthville, where he keeps a hotel. As the train drew up at Wirthville, Whittaker's cousin, Charles Dean, discovering Whittaker sitting at the baggage-car door, came up with a knife in one hand and a coupling-pin in the other, and commenced abusing him and threatening to kill him. Whittaker said, 'For God's sake, Charley, go away.' At the same time, however, Whittaker drew a revolver and cocked it, and when he observed that Dean wouldn't 'go away,' he pulled the trigger. He was then standing in the open, wide door of the baggage-car. Dean was standing below him on the station platform. The ball entered Dean's chest, inflicting a wound that caused death in a few minutes. As the ball entered his chest Dean raised his hands and muttered a few indistinct words. He then fell down and forward under the car upon the track. He died in a few moments. It is said that Dean had a spite against Whittaker on account of an affair that occurred about six weeks ago, the result of which was Dean's arrest on a bench warrant for cutting."

The Nashville (Tenn.) *Banner* gives an account of a very desperate encounter which took place on the sleeping-coach Imperial, on the Nashville and Chattanooga Road, near Stevenson, the parties being Mose Woolfolk, a porter on the road, and Edgar Reed, baggage-master on the train. The *Banner* says: "As to how it came about is not definitely known, as the difficulty arose between them at a time when no other person was present. It is said that Reed had gone into the car and washed his face, and that Woolfolk peremptorily ordered him not to come into the car again, as it was against rules, whereupon an altercation ensued and a fight began. Another version is that it arose from high words about another matter. But however it began, they had a desperate struggle for the mastery. It commenced on the platform, it is said, where Reed struck Woolfolk over the head with a lamp. Here both had a determined tussle, and both came near going overboard, the train running at about fifteen miles an hour. From the platform they went just inside the car, where Woolfolk pulled out a razor or pocket-knife, as some think, and cut Reed's cheeks through and through, one of them from the ear to the mouth, partially severed an artery in the neck, a deep, long gash in his breast, a slight one upon his abdomen and thigh, together with several minor gashes. His clothing was badly cut up. The breaking of a glass window brought Charles Parmele, the conductor of the coach, who, in consequence of the rumbling of the train, had not been aware that a fight was in progress. On reaching them he did not at first recognize them, thinking they had come out of another car to have the difficulty. On asking them what they were fighting in his car for, Reed, who had Woolfolk's arms firmly grasped to prevent the further use of the razor, asked Parmele to take Woolfolk's knife away. Parmele told Woolfolk to put down his knife, when he denied having one. Parmele ordered him to turn loose of Reed, at the same time jerking him away. Having thus separated them, Parmele's first care was to bathe Reed's wounds, but the blood gushed out of them so freely that, fearing he might bleed to death, Parmele went into the next car and asked the assistance of a brakeman, who with others came into the car and rendered all the aid necessary. Woolfolk, fearing that the crowd was coming in after him, ran to the ladies' dressing-room, locked the door and jumped out of a window, falling upon his head. Persons were sent back after him, and he was found to have been pretty severely injured. He was immediately put under arrest. Reed was left at Stevenson, where he was attended by a physician. The indications last night were that his wounds would prove mortal, and that he might not live until this morning. Reed told a friend that the difficulty arose from an insult passed by Woolfolk. It is said that Reed had no weapons of any description, and was therefore unable to cope with his adversary, whose sharp weapon made him formidable. The razor was found, covered with blood, on the steps of the sleeping-coach, yesterday morning. There seems to be very little doubt that this was the weapon which Woolfolk used on Reed with such disastrous effect. When Woolfolk was arrested his clothing was found to be reeking with Reed's blood, which had spurted out upon them after the cutting. Reed is the son of the late Rev. Mr. Reed, of Nashville, is well known and much esteemed."

The Springfield (Ill.) *Journal* gives the account of the third fight, which occurred on the train from Jacksonville to that city on Friday afternoon last. It says: "A few minutes previous to the train starting from the 'junction,' at Jacksonville, six Irish men and women came on board the cars, having just come from a funeral. All but two of them took seats in the passenger-coach; the others went to the caboose, one taking a seat; the other preferred the floor, and, after securing a good place, went to sleep. Just before arriving at Berlin, Mr. J. Burnhardt, the courteous conductor of the train, commenced the usual duty of examining tickets, and collecting fares of those who had not secured tickets previous to starting. Among these last were the six Irishmen and their ladies. All paid their fares without much controversy, except two. The fare of one of these was afterward paid by his companion, and this left only the man asleep on the caboose floor who had not paid. The conductor, after going through the other cars, went to the caboose and aroused the sleeper and asked him for his fare. The stupid sleeper, who was evidently under the influence of liquor, started up with a growl of dissatisfaction and wanted know 'What the feller wanted?' The conductor very courteously told him that he wanted his fare, upon which the half-drunken fellow swore that he had paid it, and refused to pay again, and at the same time ordered the conductor to leave the car, or he would 'raise the d—l with him anyhow.' The conductor still insisting upon his pay, the Irishman seized a large iron coupling or link and made for the conductor, who, in the meantime had secured a similar weapon, when a lively skirmish ensued, the train during the time running at usual speed. The noise in the caboose attracted the attention of one of the brakemen, a good, muscular-looking fellow, who came to the rescue of the conductor, and the turbulent Irishman was floored with the iron link. Just at this time in came the companions of the man, and the fight was resumed, but six against two were too many, and the brakeman and conductor were obliged to leave the caboose double-quick, but not until several of their opponents had received their mark. The conductor, for want of a key to a door, was obliged to seek the top of a car, leaving his opponents masters of the caboose, they all the time threatening his life if he would jist come down. He did not 'come down.' While this was going on the train arrived at Curran Station, where the above-named party left the train. On getting off the car one of the men obtained a heavy piece of iron, and threatened the life of the conductor in case he would get off the train, but he very wisely, after getting rid of the men, started his train for this city, where it arrived in due time."

FATALLY PLAYING ROBBERS.

Chicago boys have fallen into the habit of playing robbers, sometimes with fatal effect. Two cases of accidental shooting in this way occurred there last week. The *Tribune* thus describes them in its issue of Saturday: "At 11 o'clock yesterday morning two little boys, five and six years old, and named respectively Gilbert Anderson and Olaff Sevarson, were playing in the basement of No. 29 Milwaukee-avenue. Sevarson went up stairs to his father's room, and took a loaded revolver from his pants pocket. He brought it down stairs, and, after a little while, it suggested the game of 'robbers' to him. In executing the tragic part of the play, he lifted the revolver, and, leveling it at his young companion, pulled the trigger. The result was a fatal wound, Anderson receiving a ball in his left side. A physician was immediately called, who pronounced the wound not dangerous. At 4 o'clock last evening, however, it was feared the boy would not recover, as he appeared to be rapidly sinking. The boy who did the shooting was evidently entirely ignorant of the danger of using a revolver, as he endeavored to snap the revolver after his companion was struck, pointing the muzzle in an opposite direction.

A distressing accident occurred on Thursday afternoon, at No. 48 Myrick-avenue, the residence of H. T. Steel, Esq., an attorney of this city. During the afternoon Mr. Steel's children were engaged, with those of Dr. Eaton's, a dentist who resides at No. 60 on the same street, in playing the game 'robbers.' To give a realistic character to the play, Joseph Steel, a lad sixteen years of age, procured an old and very rusty revolver, belonging to one of his brothers. He had no idea that its chambers were loaded, and accordingly used it very unguardedly, snapping the weapon at his own sister, and several of his playmates. The weapon greatly added to the merriment of the children, and was therefore used with more freedom. Finally young Steel, holding the revolver just over young Eaton's head, pulled the trigger. It did not produce a combustion of the cap at once, but held fire, and as it was being lowered the weapon went off, the contents of one of the chambers taking effect in Phinny Eaton's right temple, inflicting a wound from which it is hardly possible for him to recover. Young Steel was almost struck dumb when he witnessed the result of his sport, and is quite inconsolable. Both families are in the deepest distress, the bereaved parents being scarcely more depressed than the members of the household of Mr. Steel. The boy who is the victim of the sad accident is about six years old."

MISS SARAH WINNEMUCCA.

Miss Sarah Winnemucca having recently passed through Carson, Nevada, on her way to Virginia City, the *Appeal* of the former city thus alludes to her: "This person is commonly reputed to be the daughter of the old war chief of the Piutes, but this statement is denied, and it is set up on the other hand as true, that she was born of Digger parents somewhere in the foothills of the Sacramento Valley, and was educated by 'The Sisters' at their Catholic academy in Marysville. Still the fact remains that she is enough versed in the Piute tongue to be able to talk fluently with the people of the tribe, for whom she has frequently acted as an interpreter. She is popularly regarded as the Virgin Queen of the Piutes; is a plain little woman, plainly dressed; dresses like an American female of rustic habits and modest pretensions; and talks English without any perceptible accent. She is quite a capable person and reads our language and expresses herself in writing quite correctly, and with considerable force of expression. We have also heard of her writing poetry. As a reputed princess of the Piute blood royal she is a famous character."

DANGER IN THE WELLAND CANAL.

The Chicago *Inter-Ocean* receives numerous complaints concerning the dangerous condition of the Welland Canal. It says: "A few days since the schooner John T. Mott narrowly escaped destruction by striking the unguarded rocks projecting from the walls of that thoroughfare at Port Colborne and below. The officers of the Mott knew nothing of her injuries until she had passed through the entire length of Lake Erie. Then it was discovered that a huge point of rock had penetrated hull and ceiling, and, most fortunately, remained jammed tightly in. One frame was broken. Had the rock dropped out, the vessel must have gone to the bottom, as the aperture was a large one, and the vessel heavily laden. No stormy weather was encountered, and to this alone the Mott owes her existence on the surface to-day. Masters and owners are explaining several disasters of late to canal vessels by sudden leaks by asserting that damage was first sustained at Port Colborne or in the vicinity, and these assertions seem pretty well founded on fact. Yesterday intelligence of a case similar to that of the Mott reached this city. On her last trip down the schooner Gallatin had a cargo of grain for a Lake Ontario port. Returning, she went to Buffalo, where a cargo of coal was taken on, when the voyage to Chicago was resumed. When at sea, Thursday night, a severe leak was sprung. For several hours, until daylight yesterday morning, the pumps were in constant operation, and the Captain, Mr. Becker, seeing that the water was rapidly gaining, and realizing that the crew could not continue their superhuman exertions, concluded to beach the vessel if no alternative offered. Indeed, it was feared, as the Captain states in his dispatch, the shore could not be reached. The seamen were encouraged to hope, however, and worked manfully for several hours longer, when, with two of them entirely exhausted, the Gallatin came in sight of Erie. In answer to her signals of distress, which fortunately were seen, tugs soon came out and the vessel was towed inside. The escape was a hairbreadth one. There is no explanation of the cause of the leak, and it is believed, as the owner of the vessel, Charles Harding, of this city, thinks, that it will be traced to damage in the Welland Canal the last time out. Owing to the limited docking facilities at Erie, most of the Gallatin's cargo will have to be discharged before repairs can be made."

A RAFTSMAN'S DREAM.

An Iowa raftsman had a bad fall from a hotel window in Davenport, the other night, and afterward explained the accident to his physician. He said that his name was John Fett, his residence being Franklin, Lee County, where his brother and mother reside. For fifteen years he has been a raft pilot on the Mississippi. Tuesday evening he arrived with a raft, and took rooms in the Mississippi House, where he had frequently stopped before. He took a drink or two before going to bed, and lay upon the couch with his clothes on. After midnight he had a terrible dream. He said he thought he was guiding a raft on the rapids in the midst of an awful storm, and at last the strings were caught by a whirlwind and scattered hither and thither in the air and in the water. The crew were drowned. He himself was hanging to a single log, which was rolling and pitching on the waves so that he could scarcely maintain his grasp. At last his hands and arms became too tired to hold on longer, and he let go. Down he sank, in water 100 feet deep, but offering no more resistance to his descent than air would, and he struck the bottom with a force which jarred him almost to pieces. Then he awoke! He could not at first tell where he was, but his whole frame seemed to be twisted and broken, and he was in torture. He soon realized his situation, and knew that he had fallen from the window. He cried for help, but no one came to his relief, and there he lay until after daylight, when a policeman arrived. Examination at the hospital proved that the poor man was fatally injured. Four of his ribs were broken, and his spine was fractured.

A BRAVE DEED.

The Concord (N. H.) *Monitor* says that on the 22d inst. two boys, about 12 years of age, sojourning with their parents at the Pavilion Hotel, in Wolfeboro, took a row-boat and went out upon the back bay for a sail. The boat was old and rotten, with several holes in the bottom, which had been stopped up with rags. Not comprehending the use of these rags, and when about forty rods from the shore, the boys pulled them out, in order, as they subsequently declared, that the boat might present a more respectable appearance. As a necessary consequence, the boat filled with water almost immediately, leaving the venturesome lads clinging to its sides. At this perilous moment, a lady walking by the shore discovered their situation, and started at once to procure aid. In a neighboring field, hid from the scene of the accident by a knoll, was a young man named George Gridley, engaged in mowing. The lady shouted for Gridley, who, dropping his scythe, ran to the shore, threw off his boots, and without waiting to remove more of his clothing, plunged into the water. Meantime, one of the boys had lost his hold upon the boat, and was sinking for the last time as Gridley reached the spot. His companion, who was clinging still to the boat, with rare presence of mind, shouted to the drowning lad, as he was disappearing beneath the waves, "Throw up your hand, Georgie." He did so, and Gridley, by a quick movement, grasped it, drew the lad's head above water, and then, after charging the boy clinging to the boat to hold on for dear life, seized it and swam with them both to the shore, where the nearly drowned lad was restored.

A VERY QUIET AFFAIR.

A Mexican cattle-thief, named Mariano Tisnado, who was believed to have been implicated in a recent murder, was hanged at Phœnix, Arizona, on the 3d inst., by a mob of citizens. Tisnado had been arrested for stealing a cow from B. F. Patterson, and was admitted to bail in the sum of $1,000, his examination being set for Thursday, July 3. "On Thursday morning," says a correspondent, "everything was uncommonly quiet. The only noticeable feature was the great influx of farmers from down the valley, up the valley and across the river, all armed to the teeth, all civil and respectful, and not making as much noise as two drunken men will ordinarily do. A short time before 6 o'clock, being on the street, I saw the mass going toward the Court-house square. At 6:30 I again went out, and asked what the excitement was. A man answered, 'Nothing; it is all over.' I asked, 'Where?' He said, 'Down around Monihon's corral.' I then proceeded to the spot indicated, the gate of the corral of Monihon & Starrar, facing on Cortes-street, where the man, Mariano Tisnado, was hanging by the neck, perfectly dead, with the shackles still on his feet."

SUDDEN DEATH OF A NEW-YORKER.

The Pittsburg (Penn.) *Chronicle* says that on Friday last, upon the arrival of the Chicago express, a young gentleman who was en route to Trenton, N. J., stopped at the hotel for dinner, and was in the act of resuming his seat in the train, when he was seized with a fit and fell to the ground. He was carried into the hotel again and a physician summoned, but although every attention was paid to him, he died about 7 o'clock in the evening. Upon examining his baggage it was learned that his name was John Van Arsdale, a traveling agent for a New-York tobacco house, and that he was an active member of the Young Men's Christian Association, and from badges found on his dress, it was thought that he was a member of the New-York Seventh Regiment. Mr. Unger telegraphed to four or five different parties in New-York, but up till 2 o'clock on Saturday afternoon had not received any answer.

SUMMER TRAVEL ON THE LAKES.

Travel on the lakes at present is very large—larger, indeed, than in any other season for a number of years. The Chicago *Inter-Ocean* says: "Few of those disasters that shocked the community in former years have occurred of late, and the people are again taking courage. Masters at this time, when the boats are loaded down with freight, should use the greatest care, and see to it that there is no lack of discipline on board. Business men are combining business with pleasure, and traveling by water with their families, while large numbers are taking trips exclusively for recreation and recuperation. There is a large travel on the Goodrich boats between this port and the east shore of this lake, as also down the west shore. In Lake Superior the boats are crowded, while to obtain berths on the Ogdensburg and Montreal steamers early application has to be made. Every one is away from home."

THE MOUND-BUILDERS.

The work of the mound-builders in the vicinity of Vincennes, Ind., is being investigated at the present time under the direction of Profs. Charlton, Townsend, and others. The exploration of the largest one was begun by making an entrance from the top, which is to be carried down probably about sixty feet. A local paper says: "At ten feet below the surface a bed of charcoal was found, and below this there were remains of bones, which were almost completely decomposed, indicating their great antiquity. As soon as touched they fell into dust. Perhaps at a greater depth bones may be exhumed which are better preserved. The earth in the mound is found to be exceedingly compact and dry, well calculated to preserve the bones, but they are in a state of almost complete decay. This is proof of great age, as human skeletons have been taken from burial places in England which were much less favorable for preserving them, and yet they were sound and well preserved, though they were known to be nearly 2,000 years old. The crumbling and decayed bones that were exhumed from the mound yesterday no doubt belonged to the old Toltec race which inhabited this locality about 3,000 years ago; and it is hoped that some well preserved bones and other remains representing that ancient race may be exhumed from this mound."

STATE OF SPAIN.

VIEWS OF SENOR CASTELAR—THE STATESMAN'S ORATORY AND POLICY.

Writing from Madrid on July 9, the correspondent of the London *Times* says: "Señor Castelar was at last safely delivered of his great speech yesterday, between 4 and 7 P. M., and as up to 3 P. M. to-day nothing has in consequence happened—not even a Ministerial crisis—there prevails a general sense of satisfaction and relief. People feel much as they do when, after a grand peal of thunder, with vivid flashes of lightning, has been rattling and crashing overhead through a swollen sky, they peep cautiously out and find the church steeples and chimney-pots all safe. Señor Pi y Margall is said to have dined more heartily last night than he has done since he heard his eloquent friend was going to defend the Government against less eloquent foes. Señor Castelar spoke for only three hours, explaining that the 'insupportable heat of the Chamber' compelled him to be brief. Precious as the time of the Cortes is, and painfully as it is being wasted by this long debate about everything in general and nothing in particular, it is impossible to grudge three hours spent in listening to a speech which, over and above its rhetorical merits, contains so much good practical stuff. As a rhetorical effort, indeed, it was perhaps not equal to most of Señor Castelar's set speeches on great occasions. It was listened to throughout with less enthusiasm than he usually evokes, although he has never had in the Cortes a more admiring and sympathetic audience. But this comparative coldness was due to what in English eyes constitutes the chief excellence of the speech.

THE SPEAKER'S STYLE.

Those foreign critics of Señor Castelar's style who consider it too high-flown and unpractical, and sometimes better fitted for a debating society than a Parliament, do not make allowance for the necessity under which an orator lies of pleasing his audience. Their applause is the very breath of his life, and to get the applause of a Spanish audience a speaker must indulge in flights of eloquence which, to Englishmen at any rate, seem extravagant and overdone. It is as necessary for Señor Castelar on a great occasion to make a successful speech—meaning by successful a speech which carries the House by storm—as it is for a general to win a critical battle. He is nothing if he is not eloquent. His singular position in the country, the extraordinary influence which he wields, standing alone, without rank, wealth, or office, depend mainly upon his reputation as the first orator in Spain. He would speedily loose this reputation, and with it the vast power he can now exercise for good, if he ceased to be applauded by the Cortes, and to be applauded he must not content himself with the plain practical truths, however forcibly put, or with the sharp home thrusts, however neatly delivered, in which his speech abounded yesterday. He is bound to lose himself among mountain-tops and moonshine and the glories of Greece and Rome, and the still greater glories of Hidalgic Spain, and the wilder his flight the more wildly does his audience applaud. It is very possible that this habit reacts upon his own mode of thinking, until sometimes he himself loses sight of the line between logic and rhetoric. More than once yesterday he presented an analogy, which was nothing more than an ingenious illustration, as if it had been a solid argument, and this, too, in parts of his speech which required business-like precision. Thus, for instance, he defined the Federal Republic as 'that form of government under which all autonomies coexist, as the stars coexist in heaven without ever coming into collision'—forgetting, seemingly, that we have no foundation for the belief that the stars are governed by Spaniards. He then went on to say that in the 'Federal Republic everything that is individual belongs to the individual, everything municipal to the municipality, everything provincial to the State, and everything national to the nation'—all of which may be profoundly true, but certainly leaves one's ideas about a Federal Republic in much the same haze as that in which it found them. Then follow a dozen lines to show that the 'principle of unity' cannot suffer under the Spanish Federal Republic, because all the world, thanks to steam, the telegraph, the printing-press, is gradually 'becoming a federation with, for its principal instruments, justice and right.' Loud cheers of course followed this sentiment, and possibly some of the audience thought that they now knew what Señor Castelar's Federal Republic was like. But whether they will think the same when they read the speech in cold blood to-day is another question. However, these singular flights of oratory were yesterday comparatively few, and even before an English audience would have been considered far more than atoned for by the practical parts of the speech. Considering Señor Castelar's influence in the country, and that he has perhaps two-thirds of the present Cortes, at least always inclined to follow him, it may be worth while to examine these parts in detail.

THE STATESMAN'S POLICY.

They constitute a rough sketch of the policy which Senor Castelar would like to see pursued. His first measure would be to constitute a Federal Republic, taking means to assure Europe that it was a Republic which had no wish to proselytize or to interfere with other forms of government abroad. His next step would be the separation of Church and State, but in such a way as to disturb as little as possible existing institutions, leaving everybody as free as before to cultivate whatever form he thought best of religious life. The organization of the army would next claim his attention. He was against conscription, and thought that a voluntary national army might be raised, after the model of the Civil Guard. Especial attention should be paid to the scientific corps, and while treating this point Señor Castelar had the courage to say that he would like to see the artillery officers restored to their former positions—a view so unpopular, however sound, that probably no other Republican Deputy in the Cortes holds or would dare utter it. In the same spirit Señor Castelar declared that he would give military commands to whoever might be the best Generals, without reference to their political principles, merely putting them on their honor not to conspire against the Republic. This opinion, which not long ago was almost as unpopular as the last, called forth yesterday, strange to say, a round of cheers, as if the Cortes were at last really beginning to find out that a General's political creed was after all scarcely as material as his capacity for bringing the Carlist war to a close. Señor Castelar next insisted upon the necessity of a change in the present system of taxation, declaring that a vast deal of wealth now altogether escapes taxation. This, I may remark in passing, is specially the case with the land-tax in Spain, although one might have thought that it was impossible to conceal the possession of land as one can conceal that of other kinds of wealth. The State revenue from land might be enormously increased in Spain if property were submitted to a fresh and fair assessment. All over the country—thanks to the wholesale system of bribery and corruption which has for ages prevailed—land is estimated for purposes of taxation at very much less than it is worth. Señor Castelar next expressed his hope that, under the new Federal Constitution, some arrangement might be immediately made by which Madrid should cease to be the city of placemen and place-hunters, 'defenders of every Government which employs them, conspirators against every Government which does not;' and, connecting with this state of things the painfully precarious tenure of life which every Spanish Government now possesses, he declared that until something was done to give Governments stability it was idle to expect them to do good work.

THE PARTISAN SPIRIT.

He expressed his bitter regret at the 'exclusiveness' which now makes all but Federal Republicans, and too many of these, enemies of the present régime:

'Ah! this exclusiveness! How it kills! Do you remember the day in which Doña Isabella II. found herself completely at peace, having driven from the country all hostile parties in a common exile? When did she ever think herself more secure? A homogeneous Chamber, so homogeneous that Señor Esteban Collantes passed in it for a demagogue, did whatever it pleased. But in a short time it was overthrown by the conspiracy of those whom it had expelled. Take a lesson, Republicans, and do not be found, in the dawn of the Republic, in a position analogous to that in which monarchy was found in its decay. Consider that the partisans of that monarchy were overthrown because they tried to govern by one party alone; to try to keep the Republic exclusively in our hands is like trying to monopolize space.'

The above extracts show, among other things, that Señor Castelar does not hesitate to tell the House what he thinks, and in the course of his long speech, he uttered many other still more unpalatable truths. After pointing out that the essence of politics is compromise—compromise 'between the ideal and the real,' and between 'different political parties'—Señor Castelar complained:

'Here Monarchists, Conservatives, Alfonsists, Unitarians, Federals, each act as if each alone existed in the world. The Unitarian can conceive no federation which does not involve the ruin of the country, and the Federal can conceive no unity which does not bring a dictatorship and monarchy. The Conservatives are such demagogues that they are ready to destroy everything—country and home—if they can't get the king of their choice, and the Intransigentes, if they can't have society changed in one hour to their ideal, are so furious that they are ready to break in pieces, like an idol of clay, the Republic which is the anchor of all their hopes. The Right sees in every member of the Left a demagogue; the Left sees in every member of the Right a traitor.'

CASTILIAN IMPATIENCE.

After explaining that all this violence and impracticability was the result of the long slavery which the Spaniards had endured, Señor Castelar drew an amusing contrast between English patience and Spanish impatience:

'The other day there came to Madrid an English Republican, an Atheist, a Socialist, the most furious demagogue in Great Britain. My friends gave him a banquet, and he made a speech. While he spoke in English everybody applauded. But afterward his speech was translated, and any Spanish Republican who had dared in his place to say what he did would have been thrown out of the window. What, then, did he say? He told them that even if he had it in his power to proclaim the Republic in England he would not do so, because he did not think it could yet be a living reality with the national feeling against it. He said that the Republic would not be founded in England for twenty years. What would he think if he were here at one of your meetings and heard you say, "What did we come here for? We have been here a month and have done nothing." In the school of liberty I have learnt patience, and I have seen all my predictions realized.'

ADULTERATED GUANO.

SUITS BY THE PERUVIAN GOVERNMENT AGAINST SEVERAL FIRMS.

Messrs. Pritchard, Choate & Smith, No. 49 Wall-street, as the attorneys of the Peruvian Government, have begun suits against a large number of guano-dealing firms in this City for alleged adulteration of this article of trade. The names of the firms are as follows: George Ricardo & Co., No. 195 Water-street; L. B. Coxe & Co., No. 197 Water-street; George S. White, No. 160 Front-street; Robert C. Reeves, Nos. 185 and 187 Water-street, and E. H. Reeves & Co., No. 184 Water-street. The Peruvian guano is exported by the Government, and a business is done by its agents in this City annually of from 25,000 to 30,000 tons. It is alleged in the complaints that the defendants are in the habit of selling an inferior article in bags which have contained genuine guano, and are so branded, and with the use of an imitation of the brand on the genuine bags, which the Peruvian Government claims as a trade-mark. A claim is made for damages by the Peruvian Government, in consequence of injury suffered by the practices of these parties, and it is also sought to enjoin the defendants from a continuance of them. This matter of the adulteration of guano was brought to notice by the New-York State Agricultural Society several years ago. Under the direction of its managers bags of guano were purchased at different places and an analysis of their contents made. Pure Chincha guano contains about fifteen per cent. of ammonia, and guanape from eleven to thirteen per cent. Six out of the ten specimens purchased were found to contain but from three to six per cent. of ammonia, which proved conclusively that the guano had been adulterated. It was thought that the guano was adulterated by mixing it with the phosphitic guano from the Pacific.

The firms who were called upon in reference to the suits yesterday, seemed, as a rule, to care very little about the matter.

Mr. E. H. Reeves, of No. 184 Water-street, said that they purchased their stock mostly from jobbers as they did not deal in large quantities enough to buy directly from the agents. He said that dealers for the last twenty years were aware of the fact that guano was adulterated, but that he doubted if it was tampered with to a much greater extent than most articles of trade. Mr. Reeves denied that he had ever resorted to any such devices, however, but always sold the guano just as he bought it.

Mr. Robert C. Reeves, No. 185 Water-street, spoke to the same effect. He said that, as he was guilty of no dishonorable practices, he apprehended no difficulty from the suit brought by the Peruvian Government.

Mr. L. B. Coxe, No. 197 Water-street, said that he was one of the lightest dealers in guano in the City; he had never guaranteed to his customers that he was selling them genuine guano, but had informed them of the quality when they purchased it. Mr. Coxe thought that, by mixing the guano, it is much better for the consumer, as it saves him the trouble, and pure guano is altogether too strong to be used without adulteration.

The attorneys for the Peruvian Government said that their client had been forced to bring the suit by the complaints of numerous parties who had been swindled by the alleged adulteration. They say that they have abundant testimony to sustain every allegation in the complaints.

APPLICATION FOR A RECEIVER.

Mr. Stearns moved before Judge Pratt, in the Supreme Court, Chambers, yesterday, for the appointment of a receiver for the estate of Mrs. Mary C. Leroy Goodridge on the following grounds set forth in the affidavit: Plaintiff, as widow and administratrix of Ezra R. Goodridge, requested the defendant, Frederick A. Lane, at that time counsel for the Erie Railway Company, and who had been a friend of her husband, to act as her attorney and procure her security. He thereupon got his coachman, John Rooney, to go security for $10,000, and Rooney bought up sundry small debts against the estate; that the defendant collected $67,000 on the estate, out of which he paid himself $57,600 on two judgments amounting in the aggregate to $230,000, for claims of which she knew nothing, and which were obtained by him against her without her knowledge; that she implicitly trusted the defendant, and signed all papers put before her without inquiry; that the defendant's business is a precarious one; that the two judgments have been opened, and that for her security, pending their decision, she prays that all the property, including the $67,000, be taken off Mr. Lane's hands and a receiver appointed. On the other hand, the defendant avers that he acted as her substitute in the administration through kindness to the plaintiff; that the deceased owed $230,000, of which $191,000 was due to defendant; that he explained all to plaintiff, and that she acknowledged the debt, and signed the papers, and that he never placed a paper before her without fully explaining its nature; that, the moment she demurred to the two judgments, he consented that they should be reopened, to have them fairly tried; that there was $40,000 due to other parties, and he paid twenty-nine per cent. on that and the $191,000, which gave him $57,000; that he has $5,000 in hands to meet outstanding claims; that his business is not a precarious one, and he is well able to meet any judgment against him, and that the case is not one in which a receiver should be appointed. Decision reserved.

WITNESSES IN THE STOKES CASE.

Thomas and Patrick Hart and the boy Redmond, so long held in the House of Detention as witnesses in the Stokes case, were taken to Supreme Court, Chambers, before Judge Pratt, yesterday, on habeas corpus, and their counsel, Mr. John O. Mott, moved for their release. Counsel contended that it was very hard that these parties, who were not accused of crime, should be ordered to find $2,000 bail, which they were unable to do, while $1,000 bail is usually the amount in a grand larceny case. The order was applied for under the act of 1845, but that act gave no power to require sureties, and the Oyer and Terminer had no right to imprison witnesses, unless when they refuse to give their personal recognizance. Assistant District Attorney Lyon informed the court that the Stokes case was the first to be tried in October. Judge Pratt said his impression was that the court of highest criminal jurisdiction had acted regularly. Decision reserved.

FREIGHT TARIFFS.

The freight tariffs of the trunk lines to the West, upon first-class merchandise, have been materially reduced by agreement of the managers. The following is the scale to the most prominent points in the West:

	Per Cwt.	Per Cwt.
New-York to Chicago	75 cents, formerly	$1 00
New-York to Cleveland, O.	49 cents, formerly	65
New-York to Cincinnati, O.	70 cents, formerly	92
New-York to St. Louis, Mo.	97 cents, formerly	1 28
New-York to Louisville	86 cents, formerly	1 23
New-York to Memphis	$1 35 cents, formerly	1 68

The Lake rates from Lake Erie ports westward are:

To Cleveland, Toledo, and Detroit.........45 cents
To Chicago, Milwaukee, and Green Bay.......51 cents

A revised tariff to all these points is expected to go into operation in a short time, which, it is said, will be much higher than the present one.

ERIE EXCURSION TICKETS.

As illustrative of the peculiar management of the Erie Railway the following circumstance, which has been communicated to this office, will not prove uninteresting: On Friday evening last Mr. W. H. Hoover, of No. 160 Fulton-street, and W. S. Cleave, of No. 416 East One Hundred and Sixteenth-street, purchased two excursion tickets to Niagara Falls and return by the Erie Road for $35, and were distinctly informed at the time that they could break the journey at any depot along the line and resume it on any day before the 1st of November. They departed that evening by the 7 o'clock train, and on the following morning, having stated to the conductor that they desired to stay for some time at Nunda, asked for a lay-over ticket. This the conductor said was unnecessary, and they left the train on its arrival at Nunda. They resumed the journey by the next train, but when the conductor came along to collect the tickets he refused to take those of Mr. Hoover and his friend, alleging that they had been previously used, and he demanded $4, the fare from Nunda to Buffalo. The conductor refused to be convinced that the tickets had not been used, their date controverted that statement, and having refused to pay the additional fare, which they regarded as an imposition, they were compelled to leave the train. Since then they vainly sought redress, and the only satisfaction they received was the assurance that they should not have left the train on which they got on board at the depot in Jersey City.

RELIGIOUS LIBERTY IN PERSIA.

The replies of the Shah to the addresses presented to him on the subject of religious liberty in Persia have been published. To the Evangelical Alliance address, praying for his Majesty's continued protection of the Nestorian community, and that toleration may distinguish the laws and administration of his Majesty's Government, Malcom Khan replies that "his Majesty is pleased to think that such toleration is already universal in Persia, no one, whether Christian or Jew or Parsee, being subjected to persecution or ill-treatment on account of his religion. His Majesty will continue in this course of even-handed justice, regarding all classes of his subjects with equal care and solicitude." To the Parsee address the Shah replies that if he finds the co-religionists of the Parsees are subject to any undue severities in Persia, he will take care that redress is afforded them. His Majesty says he is aware of the high character which is borne by the Parsee community both in England and in India, and he is glad that he numbers among his own subjects so many members of that enterprising and loyal race. To a memorial presented by Sir Moses Montefiore, praying that favor and protection may be generally extended to the Jews in Persia, his Majesty replies that "he has always manifested solicitude for the welfare of his subjects without distinction of class or creed, and he will take care that no injustice or undue severity is shown to the Jewish community, whom you rightly characterise as loyal, peaceable, and industrious citizens."

FIRE IN NINTH-AVENUE.

THE STABLES OF THE TWENTY-THIRD-STREET LINE OF STAGES PARTIALLY DESTROYED.

At 4 o'clock yesterday morning, smoke was seen issuing from the windows of the third floor of the four-story brick building, Nos. 281, 283, 285, and 287 Ninth-avenue, on the south-west corner of Twenty-seventh-street, which is owned and occupied as a stable, &c., by Johnson, Shepherd & Co., proprietors of the Twenty-third-street and Ninth-avenue line of stages. An alarm was at once sent out from Box No. 415, and promptly responded to by a large force of firemen and police, the latter under Capt. Cherry, of the Sixteenth Precinct. The building was entered and several streams of water were soon brought to bear upon the flames, but without any apparent effect, as they spread rapidly, extended to the upper floor of the building, and soon gained the roof. Second and third alarms followed in quick succession, and brought the reserves, with Assistant Chief Shay, who is in charge of the department during the temporary absence of Chief Bates in the country. The firemen were ably directed, and fought the fast-increasing flames from all points with great determination.

In the meantime, and while the firemen were battling with the flames in the upper stories, the police, aided by a few of the employes of the company who had been attracted to the spot, had been doing good service in removing the horses and stages. The live stock was housed principally in the basement; but a number of the horses were on the second floor of the premises, while the ground floor was filled with stages, the vehicles being packed together as closely as possible. In a very short time every horse had been unfastened and removed from the building, and all the stages were run out into the street out of harm's way, and in this manner great loss was averted. Notwithstanding these precautions, however, some twenty horses were missing, and it is supposed that they have either strayed away or been captured by the members of the notorious "Tenth-avenue gang," who, during the progress of the fire, were prowling about the burning building watching for an opportunity to plunder, and were several times driven off by the police. During yesterday a number of the missing horses were found and returned to the owners, and search is being made for the rest.

Before the firemen could extinguish the flames, the third and fourth floors of the building were completely burned out, the roof was badly injured, and the lower floors deluged and considerably damaged by water. The building has a frontage of 75 feet on Ninth-avenue and about 100 feet on Twenty-seventh-street. It was erected by the proprietors of the Knickerbocker line of stages, when the building formerly occupied by them, at Twenty-third-street and Eighth-avenue, passed into the hands of the late Samuel N. Pike, who erected Pike's Opera-house on the site, and subsequently sold it to the Erie Railway Company. It is substantially constructed of brick, and the damage inflicted is estimated at $25,000; insured for $75,000. The loss on feed, harness, &c., is estimated at $30,000.

The fourth floor, formerly used for public meetings, balls, &c., was recently leased by the City and partially fitted up as an armory for the Fifth Regiment, National Guard, but had not formally passed into the possession of that regiment. Over $20,000 were spent in preparing the armory, which will prove a total loss, on which there is no insurance.

During the progress of the fire, Edward B. Vandect, a member of Hook and Ladder Company No. 4, was severely cut about the face by falling glass, and Fireman John D. Sullivan became sick and exhausted from the heat. They were both taken to their homes.

The origin of the fire is a mystery, which Fire Marshal Sheldon is endeavoring to solve. So far as can be ascertained, no person was in the building from 4 o'clock on Sunday afternoon until the discovery of the fire, and none of the employes can give any information.

SPEECH AND THE TONGUE.

In the latest number of the *Academy* is an article by Mr. E. Ray Lankester, on the supposed necessity of the tongue to speech, in the course of which the writer says: "The Shahs of Persia appear to be in the habit of causing this operation (excision of the tongue) to be performed upon their subjects—together with that of burning the eyes with hot irons—when they have cause to feel ill-disposed toward them; and it is well known in that country that the power of speech is retained after the loss of the tongue. It is a curious fact that speech is often less impaired by the removal of a large portion of the tongue than by merely cutting away the tip; and persons in the East who have been clumsily operated upon by the public executioner, actually submit themselves to a kind of homeopathic cure for the impediment to speech which such an operation produces; they have the tongue cut a second time. There is, then, no ground for the popular notion that the tongue is the organ of speech in the sense that the eye is an organ of sight."

PRAIRIE CHICKENS.

The Indianapolis, (Ind.,) *Sentinel* says there is no doubt that it is now the best time in the year to hunt young prairie chickens, but to kill them before the 15th of August is a violation of the game law, and it says further: "The coming three weeks is a season of temptation to the sportsman which, alas, is but poorly resisted. It is not the waiting till the 15th prox. that chafes the hunter. He could stand that well enough if the game were left alone. But to stand still obedient to law and see those less scrupulous killing off the young broods and knowing well that the day he can lawfully take the field all the fine coveys will be shot off, is pretty trying. It has come to pass that the best shots are to be found in the country and among the farmers. This class cannot help feeling that they have a right to take some liberties on their own lands and in their door yards, and they pop away unmindful of the statute. It is not an easy nor a pleasant thing to bring the law to bear on these men for what they do at home. And besides, the farmers have another advantage. It is a misdemeanor under the new act to hunt on any man's premises without his consent. Therefore, if the owner is prosecuted for shooting before the time on his own estate, he can prevent everybody else from shooting there at all. So it is as well to let the farmer alone on his own ground—that is, for hunters and clubs to do so. On the whole, the chickens have cause to cackle, for their chances of life are considerably improved by the prohibition of free entry on private grounds. The time is fixed too late for this latitude, and is an error."

LAW REPORTS.

COURT CALENDAR—THIS DAY.

SUPREME COURT—CHAMBERS—Held by Pratt, J.—Court opens at 10 A. M.—Calendar called at 11 A. M.—7, Foster vs. Newbrough et al.; 60, The People, &c., Young vs. Green; 70, Equitable Life Assurance Society United States vs. Hillyer et al.; 80, Pope vs. Lagrave; 81, Zeigler vs. Lagrave; 82, Eisenmenger vs. Lagrave; 83, Dreyfus vs. Lagrave; 84, Dambman vs. Lagrave; 85, Hennequinn vs. Lagrave; 86, Averill vs. Lagrave; 87, Auffmordt vs. Lagrave; 88, Vanderhoef vs. Lagrave; 89, Duden et al. vs. Lagrave; 90, Jammermann vs. Lagrave; 91, Lee vs. Lagrave; 105, Acker et al. vs. Collins, Jr., et al.; 137, In the matter, &c., Duryee et al.; 178, In the matter, &c., Aaron; 197, Rouse vs. Aronson; 198, Crocker vs. Thompson et al.; 234, In the matter, &c., Riverside Park; 238, Bell vs. Bell; 261, Brewster vs. Manning; 266, Buddensiek vs. Frost; 267, Foster vs. Newbrough.

DECISIONS.

SUPERIOR COURT—SPECIAL TERM.

By Judge Freedman.

Weiss vs. Weiss; report of referee confirmed and judgment rendered accordingly; decree of divorce in favor of plaintiff.

Lounsberry vs. Potter; extra allowance of $140 granted.

Dietz vs. Dietz; defendant's motion for alimony and counsel fee must be denied.

Tucker et al. vs. Weeks et al.; order that plaintiff have leave to file supplementary complaints.

Weiggand vs. Falk; order vacating order of 22d, with $10 costs to defendant.

Bruner vs. Bruner; order for judgment for plaintiff on demurrer as frivolous with $10 costs.

Jenkins vs. Murray; order that plaintiff have leave to serve amended on payment of $10 costs.

Hale et al. vs. Stevens; order of reference.

The Marine National Bank vs. Geery; order that the demurrer of defendants be overruled as frivolous, and judgment with $10 costs.

Libby vs. Reunie; motion denied with $10 costs.

Hermann vs. Hermann; order of reference.

COURT OF COMMON PLEAS—SPECIAL TERM.

By Judge Larremore.

Lack vs. Alden; motion granted.

Klotz vs. Fincke; motion granted without costs.

Johnson et al. vs. Bleakley; application granted.

Jennings vs. Jennings; receiver appointed.

THE COTTON MARKETS.

SAVANNAH, July 28.—Cotton firmer; offerings light; Middling, 18⅜c.; net receipts, 258 bales; exports, coastwise, 764 bales; sales, 11 bales; stock, 1,520 bales.

GALVESTON, July 28.—Cotton firmer; Good Ordinary, 14¾c.@15c.; net receipts, 41 bales; exports, coastwise, 1,515 bales; sales, 1,100 bales; stock, 12,778 bales.

NEW-ORLEANS, July 28.—Cotton firm; Middling, 18¾c.; net receipts, 544 bales; gross, 561 bales; sales, 200 bales; last evening, 400 bales; stock, 26,025 bales.

CHARLESTON, July 28.—Cotton quiet; Middling, 19¼c.@19½c.; net receipts, 370 bales; exports, coastwise, 1,457 bales; sales, 200 bales; stock, 3,750 bales.

MOBILE, July 28.—Cotton quiet; Middling, 18¼c.; net receipts, 96 bales; exports, coastwise, 139 bales; sales, 200 bales; stock, 11,687 bales.

MEMPHIS, July 28.—Cotton quiet; Low Middling, 18½c.; receipts, 344 bales; shipments, 242 bales; stock, 9,308 bales.

WILMINGTON, July 28.—Cotton steady; Middling, 18¾c.; net receipts, 26 bales; sales, 10 bales; stock, 1,251 bales.

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—JULY 28.

SALES BEFORE THE CALL—10 A. M.

300 Western Union... 91⅜	100 Union Pac....s3. 27¾
200 do.......b3. 91⅜	200 Northw'n.....b3. 69¾
200 do.......s3. 91⅜	400 do. 69¾
800 do. 91⅜	100 St. Paul 51⅜
100 Pacific Mail 37⅞	100 do.......c. 51¼
100 do. 38⅛	300 Toledo & Wab. 71⅞
200 Harlem 133¾	100 do. 71⅞
100 do. 133¼	100 do......b3. 71⅞
600 do. 132½	200 do.......c. 72
100 Erie Railway...c. 59⅝	100 do. 72
100 do. 59⅝	100 do.......c. 72⅛
200 do.......c. 59½	200 do. 72¼
100 do.......s3. 59¼	100 do......b30. 72⅛
200 do. 59½	100 do. 72⅛
200 do. 59⅝	300 Ohio & Miss....c. 39¾
100 Lake Shore...b3. 93¼	100 do......s3. 39¾
500 do. 93⅛	300 do. 39⅝
100 do.......c. 93¼	100 C., C. & I. C. 31⅝

GOVERNMENT STOCKS—10:15 A. M.

$5,000 U.S.5-20C.,'67.116⅜

FIRST BOARD—10:30 A. M.

$35,000 Tenn. 6s, N. 81½	200 Harlem R. 133
5,000 N. C. F. A.,'66. 17	200 do......b3.133
5,000 N. C. 6s, N. 16	200 do. 132¾
10,000 S. Car. 6s, N., Jan. & July. 15	400 do..b. c.b3.132¾
	200 do.......c.132¾
1,000 Erie 1st 103½	200 do. 132¾
10,000 Mich. C. 7s 98½	300 do. 134
10,000 do. 98¾	200 do. 133
1,000 Mich. S. 2d 99½	400 do. 132¾
1,000 Long Dock bds 96	50 do. 132½
15,000 U. Pac. 1st 82	100 do. 132¾
1,000 do. 82½	200 Chi. & Rock I. R. b. c.......b3.110¾
50,000 C., R. I. & Pac. 7s......b. c.102¾	200 M. & St. P...b. c. 52¼
2,000 C. & N. W. 1st.102	500 L. S. & M. S. R. b. c.......b3. 93⅞
7,000 D., L. & W. C.101	
1,000 L. Shore C. C. 99½	1000 do. 93⅞
1,000 Gt. West. 2d 88	100 do.......c. 93⅞
8,000 C., C. & I. C. 1st. 88⅞	1000 do. 94
1,000 B., C. R. & M. 1st 88¾	100 do......b3. 93⅞
100 Phenix Bank 98	700 do......b3. 94
50 Bank of Republic.110	800 do. 93⅞
20 Bk. of Commerce.114½	1300 do......b3. 93⅞
5 Shoe & L. Bank. 149	900 do. 93¾
20 Cen. Nat. Bank. 91	200 do. 93¾
100 Bank. & Brok. A. 75	600 U. Pac. R....b. c. 28
100 Del. & Hud. C. 114⅝	100 do. 28
100 Canton Co. 102	200 do. 27⅞
100 do..b. c.b3.102	100 do......s3. 27⅞
100 N. Y. C. & H.b. c.104⅝	100 do......b3. 28
100 do......b3.104⅝	100 Morris & Es.b. c. 92
100 do. 104⅝	8 Pitts., Ft. W. & C. G'd. 93½
77 Clev. & Pitts. G. 89¼	
100 Pacific M.b. c.b3. 38⅛	100 Tol., Wab. & W. b. c.......s3. 72⅛
100 do......b3. 38⅛	
100 do. 38⅛	100 do......s3. 72¼
1200 do. 37⅞	100 do......b3. 72⅛
100 do. 38	100 do......b3. 72⅛
100 do......s3. 37⅞	100 do......b3. 72⅛
100 do. 37⅞	300 do. 72⅜
10 Adams Express. 94½	100 B., H. & E.b. c.s3. 2¾
300 Western U.b. c.c. 91⅝	50 Del., L. & West. 100½
300 do......b3. 91½	200 do. 100⅜
700 do. 91⅝	100 do. 100¼
200 do. 91⅝	114 do. 100⅛
100 do. 91⅝	10 do. 101
100 do. 91½	300 Chi. & N. W.....b. c. 69⅞
100 do. 91¾	900 do. 70⅛
400 do. 91¾	100 H. & St. Jo.....b. c. 39¼
400 do......c. 91¾	100 At. & P.Pf.b.c.b3. 27
600 do. 91⅞	100 Ohio & Miss.b. c. 39¾
300 do......b3. 92	100 do......b3. 39⅞
400 do. 92	200 do. 39⅞
1000 do. 92	20 do. 40
200 do......c. 92	100 do......s3. 40
700 do. 92⅛	500 do. 40⅛
400 do......b3. 92¼	400 do. 40
300 do......c. 92⅛	100 do. 40¼
300 do......b3. 92	100 do......b3. 40⅛
1600 do. 92⅛	200 do. 40
400 do......b3. 92⅛	300 do. 40⅛
100 do. 92	100 do. 40
100 do......c. 92	420 C., C. & I. C.b. c. 32⅝
400 do. 92¼	200 do. 32½
400 do......b3. 92⅛	100 do. 32⅝
100 do. 92¼	5 American Ex. 63½
200 do......b3. 92⅜	10 do......b. c. 63½
600 do. 92⅝	200 U. S. Express.s3. 66
300 do......c. 92⅝	100 do. 66¼
1300 do. 92¼	100 Erie R.....b. c.s3. 59⅝
100 do......s3. 92¼	900 do......s3. 59⅛
100 do......b3. 92⅜	400 do......s3. 59¼
1500 do. 92⅜	100 do......s10. 59
900 do. 92⅛	100 do.......c. 59
200 do......c. 92¼	100 do......b3. 59⅛
600 do......b3. 92⅜	200 do......b3. 59⅛
900 do. 92⅜	100 Md. Coal Co.b. c. 23¾
200 do. 92⅛	300 do. 24
1000 do......b3. 92¼	14 N. J. Cen. R...b. c.102½
1600 do. 92½	

GOVERNMENT STOCKS—12:15 P. M.

$1,000 U.S. 6s,C.'81..119⅞	$1,000 U. S. 6s, Cur..114⅝
45,000 U. S. 6s, Cur..114¼	

SALES BEFORE THE CALL—12:30 P. M.

500 West. Union 92½	100 North-western 69¾
100 do......b3. 92⅝	200 Harlem 132¼
100 do......s3. 92½	200 do. 132⅜
200 do. 92⅝	400 do. 132½
300 do. 92¾	800 do. 132¼
100 do......c. 92½	300 Lake Shore...b3. 93⅞
800 do. 92½	500 do. 93⅞
300 do......b3. 92½	200 do......s3. 93¾
100 do......b3. 92⅜	100 St. Paul Pref. 74⅛
100 do. 92¼	100 Tol. & Wab. 72¼
100 do......s3. 92¼	100 Ohio & Miss. 40⅛
100 Pacific Mail 38	200 do......b3. 40⅛
100 N. Y. C. & Hud.c.104⅝	100 do.......c. 40
200 Erie Railway 59⅛	

SECOND BOARD—1 P. M.

$10,000 Tenn. 6s, old. 81⅝	200 Maryland C. Co. 24½
15,000 Tenn. 6s, new. 81¼	300 do.bet. call. 24½
26,000 Mo. State 6s. 93¼	200 do......b30. 24½
15,000 Erie 3d M. 101⅛	300 do. 24½
2,000 U. Pac. 1st 82	100 N.Y. C. & H...b. c.104⅝
4,000 O. & M. 2d.b3. 85	300 do......b3.104⅜
2,000 Tol. & W. 1st. 99	5 do. 105
10,000 L. & N. c.,'98. 97	100 Erie R...b. c.b3. 59⅜
1,000 M.&S.P.1st,Ld. 82	100 do. 59½
5,000 B.,N.Y.&E.1st. 93	200 Harlem R.....b. c.132½
1,000 Cen. P. G. bds.100½	100 do......b30.132¼
1,000 do. 100¼	100 L. S. & M. S.b.c.c. 93¾
20 American Ex. 64	300 Chi.& N.W.b.c.s3. 69½
600 West. U. Tel.b. c. 92⅜	100 do. 69¾
100 do......s3. 92⅜	200 do. 69¾
700 do. 92¼	100 Chi. & R. I...b. c.110¾
100 do. 92¼	55 D., L. & W...b. c.100¼
100 do......c. 92¼	25 Mor. & Es....b. c. 92
400 do......b3. 92⅜	100 Ohio & M...b. c.s3. 40
600 do. 92¼	100 do......s3. 39⅞
400 P. M. S. S. Co.b.c. 37⅞	100 do. 39⅞
100 do. 37⅝	100 do. 39⅞

SALES FROM 2:30 TO 3 P. M.

100 West. Union...s3. 92¼	100 Erie Railway 59⅛
100 do. 92⅛	100 do......s10. 59
200 do. 92⅝	100 do. 59
200 do......b3. 92⅝	600 do. 58¾
700 do. 92½	400 do. 58¾
1900 do. 92⅝	600 do. 58⅝
700 do. 92⅞	100 do......s10. 58¾
100 do. 92⅞	100 do......s10. 58¾
100 do......b3. 92¾	600 do. 58⅝
800 do. 92⅞	200 Harlem 132⅝
500 do......b3. 92⅞	1000 North-western 69¾
100 Canton 101⅞	100 do......b3. 69¼
100 Pacific Mail...b3. 38	700 do. 69⅛
100 N. Y. C. & H...s3.104⅝	100 do......s3. 69
50 do......b60.104⅝	100 do. 69
300 Lake Shore...b3. 93⅞	100 do. 69¼
300 do. 93¾	100 Tol. & Wab. 72⅛
100 Union Pac.....b3. 28	100 Han. & St. Jo. 39
100 do. 27⅞	100 do. 40⅜

MONDAY, July 28—P. M.

Street affairs presented few features of special interest to-day. The ease in Money enabled responsible borrowers to provide for their current wants quite promptly at late rates, the range on call loans having been from 3@5 ₱ cent., and on strictly choice to very good commercial paper, from 5½@7½ ₱ cent. per annum. The demand for accommodation was comparatively moderate, especially so from the prominent Government houses, who were supplied to the full extent of their requirements at the inside figures of 3@4 ₱ cent. Short-date business paper was in more request, while the offerings were on a restricted scale.

The speculative dealings at the Gold Board indicated a somewhat more confident temper on the part of the operators for a rise, and, though on the earlier transactions, in sympathy with the depression in foreign exchange, the price was weaker than at the close of Saturday, the market showed more firmness through the day on freer purchases. The range was from 115⅝ @115⅝@115⅞, which latter figure was reached about noon. The subsequent course of the price was marked by less buoyancy, and the final quotation was 115⅝. The Gold Exchange Bank clearances were about $25,000,000. The customs revenue was $559,000. The disbursements of the Treasury office included $110,000, on account of interest on the public debt, and $14,000 in redemption of Five-twenty Bonds. The foreign exchanges showed weakness, and sales of prime sixty day sterling bills were reported from second hands at 108⅞@109, though the leading drawers were quoting at 109¼, with sight drafts at 109¾@109⅞. The business on to-day's market was not extensive. The Washington dispatches reported the Treasury coin balances this afternoon at $78,330,000, of which $42,600,000 represented coin certificates, and the currency balance as $9,140,000.

The Public Funds were strong in price, though transactions were limited, checked, in part, by the scarcity of the favorite issues in the open market. The Railway and miscellaneous share speculation opened the week quite buoyantly, with Western Union leading off and closing strong at 92⅞, as against 91¼ on Saturday. The Vanderbilt stocks were fairly active, with Harlem shares irregular and, at the close, lower in price. Lake Shore, and Ohio and Mississippi, left off a fraction dearer, while Northwest Common and Pacific Mail a shade cheaper, and Erie weak, on the final dealings. The Railway mortgages were in moderate request, and the more substantial of the older loans found buyers, for investment account, at full rates. City Bank shares attracted more attention. State bonds were lightly dealt in. The general market was firm at the close.

Closing Quotations—JULY 28.

	Saturday.	Monday.
United States New 5s	116	115½
U. S. 5-20s, May and November	119¼	119¼
U. S. 5-20s, January and July	118⅞	118⅞
American Gold	115½	115⅝
Bills on London, 60 days	109⅛	109⅛
N. Y. Central and Hudson	104⅜	104⅝
Chicago and Rock Island	110⅝	110⅝
Pacific Mail	38⅛	38
St. Paul Preferred	73¾	73¾
St. Paul Common	51¾	51⅞
Ohio and Mississippi	39¾	39⅞
Western Union Telegraph	91⅜	92⅞
Erie	59½	58⅝
Union Pacific	27⅞	28
Lake Shore	93¾	93¾
C., C. and Indiana Central	31⅝	31¼
Toledo and Wabash	71½	72⅛
Harlem	133¾	132⅝
Atlantic and Pacific	26½	26½
North-west	69⅝	69⅛
Missouri Pacific	46	46½
Hannibal and St. Joseph	39¼	39¾

The following quotations were made for the various Public Funds of the United States:

6 ₱ ct., reg., 1881	118⅜	5-20 coup., n. i., 1865	117⅞
6 ₱ ct., coup., 1881	120	5-20 coup., 1867	118⅞
5-20 reg., 1862	116⅜	5-20 coup., 1868	118⅜
5-20 coup., 1862	117	10-40 registered	115
Called bonds, 1862	117	10-40 coupon	115½
5-20 coup., 1864	117⅝	5s coupon, 1881	115½
5-20 coup., 1865	119¼	6s Currency	114¼

PHILADELPHIA STOCKS—JULY 28.

Telegraphed to Messrs. E. D. Randolph & Co.

	Bid.	Asked.
City 6s, old	97½	..
City 6s, new	101	..
Camden and Amboy	122	122¼
Pennsylvania Central	103½	103¾
Reading	110¾	111
Lehigh Valley	61	61¼
Catawissa Preferred	42¾	43
Philadelphia and Erie	24¾	25
Northern Central	36½	..
Lehigh Navigation	39⅛	39¼
Lehigh Gold Loan	90¾	91

The following is a comparative table of the quantity of the leading kinds of Produce left at tide-water, Albany, from the commencement of navigation to and including the 22d of July, in the last three years:

	1871.	1872.	1873.
Canal opened.	April 24.	May 13.	May 15.
Flour, bbls	107,400	38,300	56,900
Wheat, bushels	5,705,100	2,308,000	5,914,300
Corn, bushels	7,110,300	9,567,800	4,663,400
Barley, bushels	40,400	401,500	22,200
Oats, bushels	1,311,300	2,352,200	1,358,400
Rye, bushels	57,900	204,300	519,000
Malt, bushels	373,700	381,200	312,600
Feed, lbs	2,941,800	3,274,700	2,915,900

The Philadelphia *Ledger* says of the coal trade of the week:

"The total anthracite marketed for the week ending on the 19th inst. amounted to 450,644 tons, and for the coal year 10,113,449 tons, against 9,959,201 tons to corresponding time last year, being an increase of 154,248 tons. The bituminous tonnage for the week is 58,549 tons, and for the year 1,282,909 tons, giving a total of all kinds for the week of 509,193 tons, and for the year of 11,396,358 tons, against 11,083,216 to same time last year, being an increase of 313,142 tons. The trade continues steady, but without special feature. The policy of the parties controlling the anthracite coal trade, as established at the beginning of the year, rules at the present time, and we have no doubt will continue, as designed, to the end of the year. The supply of coal is now pretty full, but not so large, probably, as to make it necessary to venture upon the expensive operation of willfully and by connivance with the miners and laborers to stop production. The supply of coal so far this year, measured by the increase of population in the United States, falls considerably short. The increase in production from year to year is probably nearly equal to the increase in demand, though a comparison of the figures at the end of this year may show that this ratio has been interrupted or turned back. At present the demand is steady, and upon its continuing so depends the requisite supply of coal, for the coal cannot be produced to any great extent unless the market takes it. At Port Richmond for the week ending with the 26th inst., the receipts of coal were 61,000 tons, the shipments 65,000 tons, leaving 86,500 tons on hand. Vessels are still reported in fair supply, and freights, in the main, unchanged, at $1 35 to New-York, $2 to Providence, and $2 40 to Boston. The receipts of anthracite coal at Boston to the 19th inst., are 50,055 tons less than to corresponding date last year. Several other of the large centres of coal show similar falling off. Anthracite at Boston is selling at $8@$8 50 ₱ ton in retail lots, and at $7@$7 50 ₱ ton by the cargo prices."

The Midland Pacific Railway First Mortgage Interest Coupons of Aug. 1 will be paid by Messrs. Turner Brothers, on presentation, on and after that date.

Messrs. Turner Brothers will also pay the 1st of August Coupons on Peoria and Rock Island First Mortgage Bonds.

In conformity with a decree of the United States Circuit Court for the District of Iowa, a dividend is now payable to the holders of assented stock of the Mississippi and Missouri Railroad Company, on presentation of the Union Trust Company's certificates held by them, at the office of Messrs. Riggs & Co., No. 56 Wall-street.

The exports of Iron Rails from Great Britain, as compiled from official returns published by authority of Parliament, compare thus:

MONTH ENDING JUNE 30.

	1871.	1872.	1873.
	Tons.	Tons.	Tons.
United States	44,919	37,978	18,016
British	12,566	10,052	9,669
Russia	12,731	7,911	14,462
Germany	3,509	2,080	3,818
Total to all countries	103,052	81,164	72,692
Old iron to all countries	13,957	14,589	2,674
Pig-iron to United States	14,642	25,178	8,988

SIX MONTHS ENDING JUNE 30.

	1871.	1872.	1873.
United States	244,784	259,011	120,468
British	27,279	28,298	29,774
Russia	46,929	21,064	47,780
Germany	32,220	16,722	26,375
Total to all countries	476,191	448,042	347,757
Old iron to all countries	58,611	56,021	41,355
Pig-iron to United States	92,669	119,173	63,183

BANKING AND FINANCIAL.

☞ TO INVESTORS.

THE NORTHERN PACIFIC RAILROAD COMPANY HAVING DETERMINED TO CLOSE ITS 7.30 FIRST MORTGAGE GOLD LOAN and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, THE LIMITED REMAINDER OF THE 7 3-10 LOAN IS NOW BEING DISPOSED OF through the usual agencies.

This affords a desirable opportunity to persons wishing to REINVEST JULY INTEREST or DIVIDENDS.

The Company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri River; the work of construction is progressing satisfactorily; the Company has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.,
No. 20 Wall-st., New-York.

Banking-House of HENRY CLEWS & CO., No. 32 WALL-ST., NEW-YORK.

Deposit accounts of mercantile firms and individuals received; all facilities and accommodations granted usual with City banks; in addition thereto interest allowed on all daily balances.

Bills of exchange drawn on England, Ireland, Scotland, and the Continent. Travelers' and mercantile credits issued available throughout the world.

☞ REAL ESTATE MORTGAGE BONDS, COUPON OR REGISTERED, INTEREST 7 PER CENT., Guaranteed by the EQUITABLE TRUST COMPANY, $1,000,000 CAPITAL.

For sale at the office of the Company, No. 76 Cedar-st., New-York,
JONATHAN EDWARDS, President.

LAWRENCE BROTHERS & CO., BANKERS, NO. 16 WALL-ST.

Deposits received and interest allowed on daily balances. Collections made.

☞ THE CONSOLIDATED 30-year 7 per cent. gold bonds of the ST. LOUIS AND SOUTH-EASTERN RAILWAY COMPANY, issued upon a completed trunk line between St. Louis and Nashville, Tenn., earning more than enough to pay interest and operating expenses, a perfectly safe investment. Price 90 and interest. All marketable securities taken in exchange.

GEO. OPDYKE & CO., No. 25 Nassau-st.
WINSLOW & WILSON, No. 70 William-st.

☞ TO BANKERS AND BROKERS.—A party who has had over fifteen years' practical experience in the business, familiar with all the details, and well known on the street, desires a responsible position in a banking office. He could render valuable services to a firm having extensive stock operations, or a new house commencing business. Best references. Address W., Post-office Box No. 258.

NAVAL STORES MARKET.

WILMINGTON, N. C., July 28.—Spirits of Turpentine quiet; no sales reported. Resin quiet; $2 75 for No. 1, $3 for Low Pale, $3 25 for Pale. Crude Turpentine lower; $2 for Hard, $3 for Yellow Dip and Virgin. Tar steady at $3 55.

COMMERCIAL AFFAIRS.

NEW-YORK, Monday, July 28, 1873.

The receipts of the principal kinds of Produce since our last have been as follows:

Ashes, pks	6	Crude Turp., bbls	35
Bees-wax, pks	2	Moss, bales	68
Copper, bbls	114	Leather, sides	6,411
Cotton-seed Oil, bbls	39	Butter, pks	2,524
Dried Fruit, pks	191	Cheese, pks	7,849
Eggs, bbls	1,176	Tallow, pks	63
Beans, bbls	21	Stearine, pks	52
Cotton, bales	5,647	Oil-cake, pks	1,420
Flour, bbls	9,188	Cut-meats, pks	330
Meals, bags	230	Lard, tcs	328
Wheat, bushels	135,201	Lard, kegs	300
Corn, bushels	110,800	Sumac, bags	210
Oats, bushels	60,567	Pea-nuts, bags	147
Flax-seed, bags	90	Rice, pks	85
Hemp, bales	43	Starch, pks	900
Hides, No.	749	Tobacco, hhds	526
Hides, bdls	497	Tobacco, pks	1,044
Resin, bbls	4,033	Wool, bales	814
Spirits Turp., bbls	243	Whisky, bbls	815

The export clearances hence for European ports, as reported at the Merchants' Exchange, Pine-street, were as follows:

By the steam-ship Batavia, for Liverpool—151 bales Ore, 97 bales Leather, 16 cases Opium, 96 bales Skins, 4,756 boxes Cheese, 31,187 bushels Wheat, 83 hhds. Tobacco, 400 bales Cotton, 53 tcs. Tobacco.

By the brig Belle Walter, for Liverpool—2,571 bbls. Refined Petroleum.

By the bark Billy Simpson, for Constantinople—14,850 cases Refined Petroleum.

By the bark Baylesta, for Cork and orders—2,140 bbls. Naphtha.

By the brig S. P. Smith, for Barcelona—1,000 cases Petroleum, 1,141 bbls. Petroleum, 40 boxes Quercitron.

By the brig John Shay, for Lisbon—21 hhds. Tobacco, 56,880 Staves.

By the bark Massachusetts, for Hamburg—120 boxes Clocks, 180 tons Cedar, 4,896 bbls. Resin, 835 bbls. Spirits Turpentine, 3 cases Spokes, 43 logs Walnut.

ASHES—Pots have been selling to a fair extent in a jobbing way at $8 25 ₱ 100 lbs. Pearls dull and nominal.

BEES-WAX—Has been in slack request, and quoted at from 32c.@35c. for Yellow ₱ lb.

COFFEE—Rio has been firm and in fair request, with sales reported of 3,500 bags by the Chowan, and 299 bags by the Prestissimo, at Baltimore, on private terms. The week's sales in the local market add up 21,500 bags. The stock in first hands here this evening is 37,405 bags; at Baltimore 14,785 bags; at Galveston 5,000 bags. Other kinds wanted, and quoted strong. We now quote invoices thus: Rio, ordinary, 18¼c.@18½c.; fair, 18¾c.@19c.; good, 19¼c.@19½c.; prime, 19¾c.@20c., gold, ₱ lb., 60 days' credit; Rio, in lots, 18½c.@20¼c., gold; Java, 21½c.@23½c.; Maracaibo, 19c.@20¼c.; Laguayra, 19c.@20½c.; San Domingo, 17¼c.@17½c., gold.

COTTON—A very moderate movement has been noted for early delivery at irregular prices, though the official quotations have not been altered. Sales, 1,299 bales, including 522 bales to shippers, (low grades stock,) 159 bales to spinners, and 618 bales to speculators. For forward delivery there has been a fair trade reported, but at a reduction of 1-16c@3-16c. ₱ lb., closing generally weak. Sales since our last of 11,900 bales, (of which 3,900 bales were on Saturday evening, and 8,000 bales to-day, with 1,300 bales more at the calls,) closing with July contracts quoted at 20 5-16c.@20 11-32c.; August, 19 7-16c.@19½c.; September, 18⅜c.@18 5-32c.; October, 17¾c.@17 25-32c.; November, 17 9-16c.@17⅝c.; December, 17½c.@17 9-16c. The receipts at this port to-day were 5,647 bales, including 572 bales from Galveston, 456 bales from Norfolk, 88 bales from Baltimore, 1,249 bales from Savannah, 1,178 bales from New-Orleans, 25 bales from Wilmington, 1,424 bales from Charleston, 655 bales per rail. The reported receipts at the shipping ports to-day were 2,533 bales, and thus far this week 5,071 bales, against 4,282 bales same time last week, and since Sept. 1, 3,544,477 bales, against 2,668,585 bales same time last year. The following quotations are based on Cotton in store, running in quality not more than half a grade above or below the grade named:

Closing Prices of Cotton in New-York.

	Uplands.	Alabama.	N. O.	Texas.
Ordinary	14¼	14¼	14¼	14¼
Good Ordinary	18	18	18	18
Strict Good Ordinary	19	19	19	19
Low Middling	20	20	20	20
Middling	21	21	21	21
Good Middling	23	23	23	23

EGGS—Have been slow of sale within the modified range of from 20c.@24c. for ordinary to choice marks of Western State and near-by stock, with the main inquiry for fair to prime stock at 21c.@22c. ₱ dozen.

FLOUR AND MEAL—State and Western Flour has been very moderately dealt in since our last, and prices have favored buyers on most grades, with rather more urgent offerings of stock. The main call has been for City shipping Extras and for really desirable medium trade Extras. Sales have been reported since our last of 10,900 bbls., all told, including No. 2 at $3 25@$4 25, chiefly $3; very inferior to very fancy Superfine State and Western at $4 85@$5 40, chiefly at $5 10@$5 25; inferior to good Extra State, $5 95@$6 50; good to fancy do., $6 65@$7 20; very poor to very good shipping Extra Western at $5 95@$6 45; very poor to very good shipping brands round-hoop Ohio, $6 10@$6 65 ₱ bbl. Included in the sales were about 2,600 bbls. City Mills shipping Extras at the current rates.

No. 2 Flour	$3 25@$4 25
Sour Flour	3 50@ 6 50
Superfine State and Western	4 90@ 5 40
Extra State	6 85@ 7 20
Extra City	6 10@ 7 20
Extra Genesee	7 30@ 9 60
Extra Ohio, round-hoop shipping brands	6 10@ 6 65
Extra Western, shipping brands	5 95@ 6 45
Extra Ohio, trade and family brands	6 70@ 9 50
Extra Western, trade and family brands	6 65@ 9 50
Extra St. Louis, ordinary to fancy	6 75@10 50
Extra Minnesota, poor to fancy	6 35@10 75

Southern Flour has been quiet, and quoted weak in prices. Sales have been reported since our last of 950 bbls., in lots, at from $6 25@$7 50 for ordinary to choice shipping, and $7 50@$10 75 for ordinary to fancy trade and Family Extras; $5 30@$6 15 for very inferior stock, ₱ bbl....Oregon Flour has been inactive and nominal, with choice Extra quoted at $9 50@$9 75 ₱ bbl....California Flour has been very dull, with fair to choice Extra quoted nominally at $8@$9 50 ₱ bbl....Rye Flour has been moderately active at from $4 25@$5 25 for inferior fine to fancy Superfine; sales, 600 bbls., chiefly Superfine grades, at $4 85@$5 25 ₱ bbl....Corn-meal continues in moderate demand at from $3 10@$3 35 for inferior to fancy Yellow Western, chiefly $3 15@$3 25; $2 65@$3 15 for White do., chiefly at $2 75@$2 90; $3 25@$3 30, chiefly $3 30 for Jersey; $3 30@$3 35 for Caloric, and $3 80@$3 90 for Brandywine. The reported sales since our last have been 700 bbls., part to arrive....Bag-meal has been moderately inquired for at from $1 05@$1 11 for coarse; $1 25@$1 30 for Yellow, and $1 25@$1 30 for White, ₱ 100 lbs....Oat-meal continues inactive at from $7 08@$8 75 ₱ bbl.

GRAIN—There has been a fair demand noted for Spring Wheat, chiefly for export, but at a further reduction of about 1c. a bushel, on comparatively free offerings of stock. Winter Wheat has been dull and unsettled. Sales have been reported of 145,000 bushels at $1 50 for No. 1 Sheboygan Spring; $1 48 for No. 1 Duluth do.; $1 47@$1 48 for No. 1 Milwaukee do., car lots; $1 43@$1 45 for fair to prime No. 2 Milwaukee Spring, chiefly at $1 44 for prime samples; $1 42½ for strictly prime No. 2 North-west Spring; $1 28@$1 33 for No. 3 Spring; $1@$1 26 for Rejected Spring; $1 35@$1 42 for Iowa Spring, ungraded; $1 46@$1 53 for Red Western; $1 55@$1 62½ for Amber do.; $1 80 for new White Delaware; $1 70 for new Red do....For forward delivery there has been some inquiry for stock, but at prices much under the views of buyers, thus checking operations. No. 2 Milwaukee Spring was quoted at $1 40 bid, and $1 43@$1 44 asked, for September options....Corn has been quoted a shade cheaper on a moderately active trade, in good part for export, with sales reported, since our last, of 138,000 bushels, at 50c.@55½c. for poor to very choice steamer grades of Mixed Western, chiefly at 52c.@54c. for fair ordinary to very good samples; 46c.@50c. for heated and inferior stock; 46c.@51c. for Kiln-dried do.; 55c.@58c. for ordinary to very choice sailing-vessel grades of Mixed Western; 57c.@59c. for Yellow do.; 75c. for White do....Rye has been held at 80c. for Western, but has been inactive....Barley and Barley-malt have been dull and nominal....Of Canada Peas, 1,500 bushels in bond, sold at 97½c., in store—an extreme price....Oats have been comparatively dull, and quoted heavy, with sales reported, since our last of 41,000 bushels at 41c.@42½c. for New Mixed Western, 40½c.@41½c. for Black do., 44c.@50c. for poor to choice White do....Feed moderately inquired for within the range of $18@$23 ₱ ton....The week's exports hence for European ports embraced 17,572 bbs. Flour, 917,795 bushels Wheat, 230,379 bushels Corn, and 17,079 bushels Rye.

HAY AND STRAW—Bale Hay has been in demand and firm, with prime to choice lots, for local use, quoted at from $25@$33; good do. do. at $22@$24; shipping stock at $18@$20 ₱ ton. Straw inactive on the basis of $18@$19 ₱ ton.

HEMP—Has been quiet as a rule at previous quotations; 1,500 bales Jute Butts were placed at 1⅞c.@2c., currency, cash, and time. We quote American at $115@$120 for Undressed, and $180@$225 for Dressed, ₱ ton; Manila, 10½c.; Sisal, 8c.@8¼c., gold; Jute, 2½c.@4¾c.; Jute Butts, 1⅞c.@2c., currency, ₱ lb.; North River Flax, 15c.@18c.; Western, 14½c.@16c.; Canadian, 15c.@18c.

LATHS, LIME, AND LUMBER—Have been moderately sought after, within the previous range as to values.

MOLASSES—Has been quite dull to-day; quotations essentially unaltered. We quote: New-Orleans, inferior to fancy, at from 60c.@85c.; Porto Rico at 30c.@60c.; Cuba at 18c.@38c.; English Islands at 28c.@45c. ₱ gallon.

NAVAL STORES—Resin has been very quiet, but quoted firm, on the basis of $3 05@$3 10 for Strained to good Strained; sales have been reported since our last of 150 bbls. good Strained at $3 10; 125 bbls. low No. 2 at $3 15 ₱ 280 lb....Tar has been in limited demand at unchanged figures....Spirits Turpentine in very moderate request, with merchantable quoted at 43c.@43½c.; sales, 75 bbls. at 43½c.

PETROLEUM—Has been in very slack request, with Crude, in bulk, quoted at 7⅝c.; Refined at 17¾c., with a cargo reported sold at this rate; Refined at Philadelphia, 18c....Refined, in cases, at 22¾c.@23c. Naphtha at 10c.

PROVISIONS—A fairly active inquiry has been noted for Pork, for early delivery, chiefly for new Western Mess, opening quite firmly, but closing rather less buoyantly, with sales reported since our last of 750 bbls. New Western Mess at $17 50@$17 75; 400 bbls. Old do., on private terms; small lots of do. at $16 75, and 60 bbls. Extra Prime at $15 ₱ bbl. For forward delivery, the demand has been moderate, and the market at the close rather weak. Sales have been reported since our last of 750 bbls. New Western Mess, August option, at $17 25. An August contract for 250 bbls. do. was settled on the basis of $17 37½ ₱ bbl....Dressed Hogs have been inactive at 6¼c.@7½c. ₱ lb....Cut-meats have been very quiet, with sales reported of 100 boxes Long-cut Hams, 17 lbs., at 13c.; 1,300 Pickled Hams, part 11 lbs., at 14c.; 700 fresh Hams at 12½c.; 700 fresh Shoulders at 8c.; 1,500 Pickled Shoulders at 9c.@9⅛c., and sundry lots of Smoked Meats, in bulk, within the previous range....Bacon has been dull, at about late rates; sales, 25 boxes Long Clear at 9c., with full lots quoted at about 8¾c., and Short Clear at 9½c....Lard has been comparatively tame for early delivery at yielding prices, with sales reported of 150 tcs. Western Steam at 8⅜c.@8¾c. for fair to very good stock; 75 tcs. City at 8⅜c., and 200 tcs. Western No. 1 at 7¾c. For forward delivery the demand was moderate, and the market at the close weak, with sales reported of 500 tcs. Western Steam, August option, at 8¾c.; 500 tcs. do., September, at 8⅞c., and 500 tcs. do., buyer to Oct. 1, at 9c. Also, for prompt delivery at Chicago, 500 tcs. Western Steam, at 7⅞c....Barreled Beef has been in moderate request, with sales reported of 160 bbls., in lots, within the range of from $8 25@$10 75 for new Mess; $10 75@$12 75 for new Extra do., ₱ bbl....Tierce Beef has been more active at $16 50@$20 for prime Mess; $20@$23 for India Mess, and $22 50@$25 for Extra India Mess; sales, 200 tcs. India Mess, and 700 tcs. Extra do., on private terms. Beef Hams in slack demand within the range of $18@$29 for very inferior to choice brands....Butter and Cheese about as quoted in our last....The week's export, hence for European ports included, 432 pks. Pork, 352 tcs. Beef, 5,281 boxes Bacon, 81,437 boxes Cheese, 500 pks. Butter, and 2,880 pks. Cheese.

RICE—Has been in moderate demand and quoted steady at from $8 25@$9 75 for fair to choice Carolina; $7 50@$8 for Patna, and $6 50@$7 for Rangoon. Sales, 500 bags Rangoon, in bond, at $2 75, gold, ₱ 100 lbs.

SEEDS—There has been very little inquiry for supplies, yet prices have been quoted steady, Clover ranging from 8½c.@9c. ₱ lb. for fair ordinary to choice; Rough Flax at from $2 40@$2 60; Timothy at $4 25@$4 40, and Calcutta Linseed at $2 52, gold, ₱ bushel.

SUGARS—Raw have been in quite moderate request, yet held with firmness; 696 hhds. prime refining Cuba sold at 8¼c.; 36 boxes Havana at 8¼c., ₱ lb. We quote: Fair refining Cuba at 7⅞c.; good do., 8¼c.; prime do. 8⅜c.; No. 12 Box Clayed stock at 8⅜c.; Centrifugals, Nos. 10 and 13, 8⅜c.@9⅜c. Refined Sugars have been moderately sought after, with Powdered quoted at 11½c.; Crushed at 11c.; Granulated at 11½c.; A's, 10½c.@10¾c., and Yellow at 9½c.@10⅛c. ₱ lb.

TALLOW—Has been in fair demand and firm in price, with sales reported of 87,000 lbs., at 8⅛c.@8⅜c. ₱ lb.

TEAS—There has been a moderate demand noted for the leading kinds, with Green, common to fair Hyson, in job lots, quoted steady at 28c.@38c.; good to fine Hyson, 40c.@55c.; extra fine to finest Hyson, 60c.@80c.; common to fair Young Hyson, 25c.@35c.; good to fine Young Hyson, 45c.@60c.; extra fine to finest do., 90c.@$1; common to fair Gunpowder, 35c.@45c., and Imperial, 28c.@35c.; good to fine Gunpowder, 50c.@70c., and Imperial, 45c.@55c.; extra fine to finest Gunpowder, 80c.@$1 05, and Imperial 65c.@80c.; common to fine Twankay, 20c.@28c.; common to fine Uncolored Japan, 30c.@60c.; extra fine to finest, 65c.@90c.; common to fair Oolong, 23c.@28c.; good to finest Oolong, 32c.@85c.; common to fair Souchong, 22c.@28c.; good to fine Souchong, 35c.@45c., and extra fine to finest do., 55c.@80c. ₱ lb.

WHISKY—Fairly active and firmer; 350 bbls. sold at 95c.@96c., chiefly at 95½c. ₱ gallon.

FREIGHTS—There has been a moderate movement in the way of berth freights at about previous rates, with the main demand for room for Grain, Cotton, Tobacco, and Cheese. The chartering business was comparatively tame; rates quoted about as before....For Liverpool, the reported engagements since our last have been, by sail, 8,000 bushels Corn at 10d. ₱ bushel; 150 hhds. Tobacco at 47s. 6d.; and, by steam, 600 bales Cotton at 5-16d.@⅜d. ₱ lb.; 40,000 bushels Grain at 12d.@12½d. ₱ bushel; 600 boxes Bacon at 50s.; 4,600 boxes Cheese at 70s. ₱ ton; 100 hhds. Tobacco at 50s. Also, a British steamship, 2,206 tons net, announced as to be placed on berth for general cargo, on arrival from Boston....For London, by sail, 30 hhds. and 50 tcs. Virginia Tobacco at 48s. and 33s.; and by steam, 8,000 bushels Wheat at 13½d.; 16,000 bushels do. (relet room) at 13¾d. ₱ bushel; 90 tcs. Provisions at 9s. ₱ tierce....For Cork and orders, two German brigs, 280 and 257 tons, (to arrive,) with Resin, from Wilmington, privileges extending to the United Kingdom and the Continent, at 7s. 3d.; also, a British steamship, with about 9,000 quarters Grain, reported from Baltimore, at 9s.; and an Italian bark, (to arrive,) with about 3,000 quarters do., from Philadelphia, at 8s. ₱ quarter....For an Irish port, direct, a bark, 743 tons, with Deals, from St. John, at 117s. 6d., and a bark, with about 2,500 quarters Grain, from Philadelphia, at 8s....For a Dutch port, direct, a British bark, 859 tons, with about 5,600 bbls. Petroleum, from Philadelphia, at 7s. ₱ bbl....For the Baltic, a German bark, 389 tons, (to arrive,) hence, with about 2,500 bbls. Petroleum, on private terms....For Hayti a brig, 162 tons, with Boards, from Nova Scotia, at $10 50, and back, with Logwood to the United States, at $5 50, gold....For Trinidad, P. S., a brig, with general cargo, reported from Philadelphia, on the basis of 70c. ₱ bbl, and back, with Salt from Turk's Island, at 14c. ₱ bushel....For Sagua and back to Philadelphia, a brig, at $8 and $3 for Sugar, in hhds. and boxes; $5 for Molasses....For the north side of Cuba and back to Philadelphia, a brig, with Molasses, at $4 87½....For Matanzas, a schooner, with Lumber, from St. Mary's, (two voyages,) at $15....For Bath, Me., a schooner, with Lumber, from Wilmington, at $11 50....For Philadelphia, a schooner, with Laths, from St. John, at 80c.; two brigs, with Lumber, from Union Island, at $11 75; a schooner, with do., from Jacksonville, at $12; a brig and schooner, with do., from Fernandina, at $11 75 and $12; a brig, with do., from St. Mary's, at $12....For New-York, a ship, with coal, from Sydney, at $4; and several schooners, with do., from do., at $4 50.

THE STATE OF TRADE.

BUFFALO, N. Y., July 28.—Grain in store—118,414 bushels Wheat, 906,366 bushels Corn, 135,745 bushels Oats, 451 bushels Barley, 8,698 bushels Rye, 357 bushels Peas, 17,284 bushels Barley-malt. Lake and Rail Imports for the last forty-eight hours—12,000 bbls. Flour, 167,440 bushels Wheat, 382,663 bushels Corn, 150,700 bushels Oats, 2,400 bushels Barley, 16,000 bushels Rye. Canal Shipments—121,959 bushels Wheat, 299,182 bushels Corn, 20,942 bushels Oats, 13,500 bushels Barley. Rail Exports—30,087 bushels Wheat, 77,979 bushels Corn, 35,807 bushels Oats, 2,400 bushels Barley. Canal freights steady; Wheat 10¼c.; Corn, 9¼c.; Oats, 6½c. Flour quiet; Western Spring, $6 50@$7; Bakers', $7@$8; Amber, $7 50@$8 50; White, $9@$9 25. Wheat dull and no demand except in car lots; sales small lots of Milwaukee No. 1 Spring at $1 42; Sheboygan Spring at $1 40; quoted, Milwaukee No. 1 Spring, $1 42; Milwaukee No. 2, $1 32@$1 33; Chicago No. 2 Spring, $1 30; White Canada, $1 65@$1 73; White Michigan, $1 70@$1 75. Corn in light demand; sales 35,000 bushels No. 2 Dry at 45c.; 5,000 bushels No. 2 Dry at 44½c.; 1,600 bushels, per sample, at 42c. Oats active; sales 35,000 bushels No. 2 on private terms; 5,000 bushels Chicago No. 2 at 36½c.; quoted, 36½c.@37c. Rye nominally at 73c.@75c. Barley-malt steady; prime Winter Western, $1 15@$1 20; prime Canada, $1 25. Rye-malt held at 95c. Provisions unchanged.

CHICAGO, July 28.—Flour quiet and unchanged; sales, Extra Spring at $6 50@$6 75. Wheat irregular; No. 1 Spring sold at $1 27; No. 2 at $1 20½@$1 21½, spot or July, closed weak at inside; August sold up to $1 14⅝, and closed at $1 13⅝; No. 3 Spring, $1 04¾@$1 05; Rejected, 91c. Corn dull and unsettled; No. 2 Mixed, 35c., regular, spot; 35½c., August; 37½c., September; Rejected, 32¼c.@32⅜c. High Mixed Canal, 37½c. Oats quiet and weak; prices shade lower; No. 2 at 27c., cash; 26c., August; 25¾c., September; Rejected sold at 25c. Rye quiet and unchanged; No. 2 nominal at 56c. Barley quiet and unchanged; sales new No. 2 Fall at 80c., spot; 80c.@81c., September. Provisions quiet and weak; prices a shade lower. Pork dull at $15 50, spot; $15 35, September. Lard in fair demand, but at lower rates; sales at 7¾c.; generally held at 8c.; Summer, 7½c.@7⅝c. Bulk Meats steady and unchanged; sales Short Rib Middles, loose, 8⅞c.; Shoulders quoted at 7½c. Bacon nominally unchanged. Whisky scarce, firm, and higher; 93c. bid at the close. Receipts—9,500 bbls. Flour, 48,000 bushels Wheat, 343,000 bushels Corn, 62,000 bushels Oats. Shipments—7,000 bbls. Flour, 22,000 bushels Wheat, 321,000 bushels Corn; 47,000 bushels Oats, 3,000 bushels Barley.

ST. LOUIS, July 28.—Flour firm and in fair demand for best grades at unchanged prices. Wheat in good demand; sales of New No. 3 Fall at $1 25; No. 2 Red Winter, $1 40; Choice, $1 45@$1 48. Corn dull and lower at 38½c.@39c. for No. 2 Mixed, in elevator; 43½c. for sacked. Oats dull and lower at 29c. for No. 2 in elevator; 32c.@33c. for sacked. Rye firm at 63c. Whisky quiet at 91c. Pork firm; more doing; sales at $16 50. Dry-salted Meats firm and higher; Clear Sides, here, 9⅜c. Bacon firmer; Shoulders, 8¾c.; Sides, 10c.@10¼c. cash; 10½c., September. Lard quiet; Refined, 8½c. Hogs quiet at $4@$4 40. Cattle firm; Texans range at $1 75@$4 80; Native Cows and Heifers, $2 10@$4; medium to choice Beeves, $3 70@$5 60. Receipts—3,000 bbls. Flour, 36,000 bushels Wheat, 6,800 bushels Corn, 12,000 bushels Oats, 1,000 bushels Rye, 1,000 Hogs, 2,400 Cattle.

TOLEDO, July 28.—Flour quiet and unchanged. Wheat quiet and weak; new No. 2 White Wabash, $1 55; No. 3 do., $1 45; No. 1 White Michigan, $1 65; No. 2 do., $1 55; Amber Michigan, spot and July, $1 57; August, $1 33; September, $1 35; new Amber Michigan, spot, $1 33½; No. 1 Red, $1 64; new do., $1 38; No. 2 Red, $1 55; new do., $1 30; Rejected Red, $1. Corn a shade better; High Mixed, spot, 43c.; August, 43¼c.; September, 44¼c.; Low Mixed, spot, 42½c.; September, 43½c.; Yellow, 52c.; no grade, 37c. Oats a shade better; No. 1, August, 32½c.; No. 2, spot, 32¼c.@32½c. Freights firm; to Buffalo, 4c.@4½c.; to Oswego, 8½c.@9c.; to Kingston, 8½c. Receipts—3,000 bbls. Flour, 24,000 bushels Wheat, 72,000 bushels Corn, 2,000 bushels Oats. Shipments—1,000 bbls. Flour, 20,000 bushels Wheat, 41,000 bushels Corn, 30,000 bushels Oats.

OSWEGO, N. Y., July 28.—Flour steady and unchanged; sales 1,200 bbls. at $8 for No. 1 Spring; $9 for Amber Winter; $10 for White Winter; $10 50 for Double Extra. Wheat quiet and the market easier; No. 1 Milwaukee Club, $1 50. Corn quiet at 52c.@54c. Corn-meal—$1 15 for bolted; $1 10 for unbolted ₱ cwt. Mill-feed unchanged; Shorts, $19@$20; Shipstuffs, $20@$21; Middlings, $21@$22 ₱ ton. Canal Freights—Wheat, 7¼c.; Corn 6¾c. to New-York; Lumber, $3 25 to the Hudson, $4 25 to New York. Railroad Freights—Flour, to Philadelphia, 60c.; to Boston, 50c.; to New-York, 40c.; to Albany, 36c. Receipts by Lake—24,000 bushels Wheat, 21,700 feet of Lumber. Shipments by Canal—1,400,000 feet of Lumber.

PHILADELPHIA, July 28.—Quercitron Bark No. 1 nominal at $35. Flour very dull; no export demand, and home demand limited; Spring Wheat, $6 75@$7 75; Winter Wheat, $7@$8 50; high grades, $8 75@$10. Wheat, drooping; New Red, $1 50@$1 58; White, $1 65@$1 75. Rye steady at 75c. Corn very quiet; Yellow, 60c.; Mixed Western, 56c.@58c. Oats steady; White, 50c.; Black and Mixed, 40c.@44c. Coffee looking up; Rio, 18⅜c.@21c., gold; Laguayra, 20c.@20½c. Sugar and Molasses very firm. Provisions steady; Mess Pork, $17 50; Hams, in pickle, 13c.@13½c.; do., Smoked, 14½c.@16c.; Shoulders, in salt, 8¼c.; do., Smoked, 9¼c.@9½c. Lard dull at 18¾c. Petroleum steady; Crude, 12⅜c.; refined, 18½c. Whisky scarce; Western, in iron, commands 96c.

BALTIMORE, July 28.—Flour unchanged. Wheat active and firmer; choice Amber, $1 65; good to prime Red, $1 58@$1 63; common to fair do., $1 40@$1 45; Western Red, $1 42@$1 50. Corn nominal; Southern White, 85c.@88c.; do. Yellow dull at 58c.@59c.; Mixed Western, 56c.@56½c. Oats dull; Southern, 45c.@48c.; Western, Mixed, 40c.@43c.; do. White, 44c.@45c. Rye dull at 65c. Hay unchanged. Provisions quiet; Mess Pork, $17 25@$17 50. Bulk Meats—Shoulders, 8¼c.; Clear Rib Sides, 9½c. Bacon—Shoulders, 9½c.; Rib Sides, 10½c.@10¾c.; Clear Rib Sides, 11c. Sugar-cured Hams, 14½c.@16½c. Lard dull at 8¼c.@8½c. Western Butter unchanged. Whisky firm at 96½c.

LOUISVILLE, July 28.—Flour in fair demand, easy, but unsettled; sales of Family Extra at $5 50; A. No. 1, $7; Fancy, $8. Wheat firm; receipts improving; sales at $1 20@$1 30 for New, on arrival; nothing doing in Old. Corn in good demand at 57c.@62c. for shelled and sacked. Oats firm and scarce at 42c.@44c. for sacked. Rye and Barley nominal. Pork steady at $16@$16 50. Bacon in fair demand and steady at 8¾c.@9c. for Shoulders; 10½c.@10⅝c. for Clear Rib and Clear Sides. Hams firm at 13c.@13½c. for Plain; 14½c.@15c. for Sugar-cured. Bulk Meats sold at 8c. for Shoulders; 9⅝c. for Clear Rib Sides; 9⅝c. for Clear Sides. Lard steady at 9½c. for Choice Leaf; 8¼c. for Steam. Whisky steady at 92c.

NEW-ORLEANS, July 28.—Flour dull; Treble Extra, $6@$7; Family, $8 50@$9 25. Corn quiet; Mixed, 58c.@60c.; White do., 72c.@73c. Oats, 42c.@43c. Bran dull at 85c. Hay dull; prime, $22; choice, $25. Pork dull at $17. Dry-salted Meats scarce; Shoulders, 8¾c. Bacon quiet and firm; Shoulders, 9½c.; Clear Rib, 10⅞c.; Clear Sides, 11c.@11¼c. Hams dull at 15½c.@16c. Lard dull; Tierce, 8½c.@8¾c.; Keg, 9¼c.@10½c. Sugar dull; good fair, 8¾c.; fully fair, 9¼c.; prime, 10c. Molasses, nothing done. Whisky firm; Ordinary Western, 92c.; Louisiana 95c.; Cincinnati, $1. Coffee stronger and higher; ordinary, 18¼c.@18¾c.; good, 19¼c.@19¾c.; prime, 20c.@20¼c. Exchange—Sterling 127; New-York Sight ⅛ premium. Gold 115⅜.

CINCINNATI, July 28.—Flour dull and lower at $6 50@$6 90. Wheat steady at $1 25@$1 30. Corn firmer at 45c. Rye quiet at 70c. Oats quiet and unchanged. Barley dull and nominal. Butter steady. Provisions firm. Pork held at $16; offerings light. Lard dull; Steam held at 8¼c. Bulk Meats firm; sales of Shoulders at 7⅝c.; $7 90 buyer August; Clear Rib Sides at 9½c.@9¼c.; $9 40 bid, buyer August; Clear Sides at 9⅝c. Bacon firm and in good demand at 8¾c.@8⅞c. for Shoulders; 10½c.@10¾c. for Clear Rib Sides; 10¼c. for Clear Sides. Whisky firm at 92c.

MILWAUKEE, July 28.—Flour quiet and unchanged; Extra Spring, $5 75@$6 75. Wheat dull and lower; No. 1 at $1 26; No. 2 at $1 21, cash and July; $1 17¾, August. Oats steady; No. 2 at 27½c. Corn dull and nominal; No. 2 Mixed, 35¼c. Rye dull and nominal; No. 1 at 38c. Barley steady; No. 2 Spring, 80c. Freights—Wheat, to Buffalo, 5c.; to Oswego, 10½c. Receipts—3,000 bbls. Flour, 90,000 bushels Wheat. Shipments—11,000 bbls. Flour, 127,000 bushels Wheat.

DETROIT, July 28.—Flour dull and lower; choice White, $8 65@$8 75; closed at $8 50. Wheat active and higher; Extra White old, $1 80; No. 1 White, $1 68@$1 70 for old; $1 60 for new; Amber Michigan, old, $1 57@$1 58; new, $1 40. Corn steady at 46c. Oats dull and declining, 37½c.@38c. Receipts—2,000 bushels Wheat, 3,000 bushels Oats. Shipments—1,500 bbls. Flour, 1,000 bushels Corn, 2,000 bushels Oats.

CLEVELAND, July 28.—Wheat dull and lower; No. 1 Red, $1 36@$1 37; No. 2 at $1 24. Corn steady at 48c.@49c. Oats unchanged; No. 1 at 38c.; No. 2 at 36c. Petroleum quiet and unchanged.

ALBANY, July 28.—Flour quiet. Wheat is in free receipt. Western Oats sell at 42c.

LIVE STOCK MARKETS.

NEW-YORK, Monday, July 28, 1873.

On yesterday forenoon 60 cars of horned Cattle came to hand at Weehawken Yards, and were in part sold off from 9c.@12½c. ₱ lb., weights from 4½ cwt. to 9 cwt. on 55 lbs. to 58 lbs. to the cwt. net. On Sunday and Monday forenoon at One Hundredth-street Yard, trade in Beeves was slow, the run of fresh Cattle was over the demand, and the quality in the aggregate was too coarse for this season of the year; prices ranged from 10c.@13½c. ₱ lb., weights from 5½ cwt. to 9 cwt. on 55 lbs. to 60 lbs. to the cwt. net. Milch Cows very slow, even at reduced rates, prices being from $22 50@$47 ₱ head, with two Cows sold from $70@$73 ₱ head. Veals slow, with the supply above the demand, and price 8½c. ₱ lb.; grass Calves from $7 50@$10 ₱ head. Sheep hung on hand, and several lots remained unsold; prices from 4¼c.@6¾c. ₱ lb. Lambs also dull; prices from 7¾c.@9c. ₱ lb., quality of both fair. Live Hogs nominal from 5½c.@5¾c. ₱ lb.; City Dressed from 6½c.@7½c. ₱ lb.; trade moderate.

SALES.

Vail & Valentine sold for selves 53 common Illinois Steers at 11c. ₱ lb., weight 6¾ cwt.; 49 Illinois Steers, from fair to good, from 11½c.@12½c. ₱ lb., weights from 7½ cwt. to 8 cwt. T. C. Eastman sold for self 128 coarse fat Illinois Steers, from 11½c.@12½c. ₱ lb., weight 8 cwt. T. Wheeler sold for self 120 Illinois Steers, from fair to good, from 11½c.@13c. ₱ lb., weight 8¼ cwt. T. Carey sold for self 18 lean State Steers at 10c. ₱ lb., weight 5½ cwt., strong. Williams & Westheimer sold for selves 138 Illinois Steers, from fair to good, from 11½c.@12½c. ₱ lb., weights from 7½ cwt. to 8½ cwt.; 136 corn-fed Cherokee Steers, from 10½c.@11c. ₱ lb., weight 6½ cwt.; 20 common Illinois Steers at 11c. ₱ lb., weight 6¼ cwt. C. S. Glover sold for self 34 Illinois Steers, from fair to good, from 11½c.@12½c. ₱ lb., weight 7½ cwt. B. Westheimer sold for self 400 Steers, mixed Texans and Illinois, from 9c.@12½c. ₱ lb., weights from 4½ cwt. to 9 cwt. Burchard & Merritt sold for M. B. Doty 77 Steers, mixed Ohios and Illinois, from 11½c.@12¾c. ₱ lb., weights from 7 cwt. to 9 cwt. J. & D. Wuxel sold for selves 319 Illinois Steers, from common to fair, from 11c.@12c. ₱ lb., weights from 6 cwt. to 8 cwt.; 314 rough Illinois Steers, from 11c.@11¾c. ₱ lb., weights from 6 cwt. to 8 cwt.; held on sale, 265 Illinois Steers. T. Gillis sold for self 101 choice Illinois Steers, from 12½c.@13¾c. ₱ lb., weight 9 cwt. W. Thompson sold for self 124 Cherokee Steers, at 9¼c. ₱ lb., weight 5½ cwt.; 173 Steers, mixed Ohios and Illinois, from 11½c.@12½c. ₱ lb., weights from 7½ cwt. to 7¾ cwt.; 246 rough Illinois Steers, from 11¼c.@11½c.@11¾c. ₱ lb., weights from 6 cwt. to 7 cwt to 7½ cwt. J. W. Martin shipped for Bermuda 28 choice Illinois Steers.

At Forty-eighth-street Sheep market, J. Kirby sold 12 Sheep, weight 940 lbs., at 5c. ₱ lb.; 187 Sheep, weight 11,980 lbs., at 6½c.; 59 Sheep, weight 5,250 lbs., at 6¼c. ₱ lb.; 112 Lambs, weight 6,790 lbs., at 8½c. ₱ lb. Hume & Elliott sold 446 Lambs, weight 27,400 lbs., at 8½c. ₱ lb.; 108 Lambs, weight 6,810 lbs., at 8¾c. ₱ lb.; 39 Lambs, weight 2,380 lbs., at 9c. ₱ lb.; 33 Sheep, weight 2,980 lbs., at 5¾c. ₱ lb.; 272 Sheep, weight 24,710 lbs., at 6c. ₱ lb.; 164 Sheep, weight 14,720 lbs., at 6¼c. ₱ lb.; 53 Sheep, weight 4,770 lbs., at 6¾c. ₱ lb.; 56 Veals, weight 7,170 lbs., at 8½c. ₱ lb.; 82 Grass Calves, from $7 50@$10 ₱ head.

At Fortieth-street Sheep market, Lerch & Barnes sold 637 Sheep, weight 42,630 lbs., at 5c. ₱ lb.; 69 Lambs, weight 4,140 lbs., at 7¾c. ₱ lb. Judd & Buckingham sold 213 Sheep, weight 10,120 lbs., at 4½c. ₱ lb.; 214 Sheep, weight 18,300 lbs., at 5¾c. ₱ lb.

RECEIPTS.

Gross arrivals at Communipaw Yards for week ending July 26, 1873: 5,087 head of horned Cattle, 9,243 Sheep and Lambs, 10,568 Hogs.

Gross arrivals at One Hundredth-street Yards for week ending July 28, 1873: 3,332 head of horned Cattle, 10 Cows, 626 Veals, 226 Sheep.

Gross arrivals at Forty-eighth-street Sheep Yards for week ending July 28, 1873: 12,059 Sheep and Lambs, 60 Cows, 1,170 Veals.

Gross arrivals at Fortieth-street Hog Yards for week ending July 28, 1873: 24,558 Hogs, 12,287 Sheep and Lambs, 658 Veals.

PHILADELPHIA, July 28.—Beef Cattle rather dull, but steady; sales, 2,700 head at $7 25@$7 50 for extra Pennsylvania and Western Steers; $7 75 for a few choice do.; $6 25@$7 for fair to good; $5@$6 for common. Sheep unchanged; sales, 9,000 head at 4½c.@5¾c. ₱ lb. Hogs rather lower; sales, 5,000 head at $7 50@$7 75.

FOREIGN MARKETS.

LONDON, July 28—12:30 P. M.—Consols for money, 92½@92⅝; for the account, 92⅝. Erie Railway shares, 46⅞.

2 P. M.—The rate of discount for three months' bills in the open market is ¼ ₱ cent. below the Bank of England rate. Erie Railway shares, 46½.

3:30 P. M.—Consols, 92½@92⅝ for money and the account. The amount of bullion gone into the Bank of England on balance to-day is £72,000.

4 P. M.—Erie Railway shares, 46⅜.

4:30 P. M.—The rate for money at the Stock Exchange on Government Securities is lower than the Bank of England rate by 1 ₱ cent.

PARIS, July 28.—Rentes, 56f. 40c.

LIVERPOOL, July 28—12:30 P. M.—Cotton—Sales of Cotton shipped from Savannah or Charleston, deliverable September, at 8¾d., and from the same ports, deliverable September and October, at 8¾d.

1 P. M.—Cotton—The market is buoyant and advancing; Middling Uplands, 8¾d.@8⅞d.; Middling Orleans, 9d.@9⅛d.; sales, 18,000 bales, including 4,000 bales for speculation and export. Sales of Cotton shipped from New-Orleans, not below Low Middling, deliverable August and September, at 9d. Breadstuffs—The market is firmer; Wheat, 12s. 2d@12s. 4d. ₱ cental for Club California White, and 11s.@11s. 10d. for Red Western Spring; Corn, 27s. 9d. ₱ quarter. Provisions—Beef, 82s. 6d. ₱ bbl. for new Mess; Cheese, 62s. ₱ cwt. for the best grades of American fine.

4:30 P. M.—Cotton—Sales of Cotton shipped from Savannah or Charleston, deliverable August and September, at 8 13-16d.

5 P. M.—Cotton—Of the sales to-day, 10,750 bales were American. Sales of Cotton shipped from Savannah or Charleston, October and November, at 8⅞d.; from the same ports, deliverable August, at 8 13-16d., and from the same ports, not below Low Middling, deliverable July and August, at 8 11-16d. Produce—Refined Petroleum, 13½d.@14d. ₱ gallon.

LONDON, July 28.—Sugar 28s. 6d.@27s. ₱ cwt. for No. 12 Dutch standard, afloat.

Evening.—Common Resin 8s. 6d. ₱ cwt.

SURROGATE NOTICES.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against EBENEZER REED, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of Barney, Butler & Parsons, No. 111 Broadway, in the City of New-York, on or before the 14th day of August next.—Dated New-York, the 8th day of February, 1873.
WM. H. LEONARD,
GEO. W. PARSONS, } Executors.
ALMIRA M. REED,
f11-law6mTu

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against ELIZA R. CARNEGIE, late of the City of New-York, deceased, to present the same with vouchers thereof, to the subscribers, at their place of business, office of the Irving Insurance Company, No. 157 Broadway, in the City of New-York, on or before the 30th day of August next.—Dated New-York, the 24th day of February, 1873.
JAMES WILSON,
NICHOLAS F. PALMER, } Executors.
f25-law6mTu*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOHN L. BROWER, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Ogden, Brower & Company, No. 17 William-street, in the City of New-York, on or before the 1st day of November next.—Dated New-York, the 25th day of April, 1873.
ISAAC C. OGDEN,
JOHN LEFOY BROWER, } Executors.
A. THEW H. BROWER,
ap29-law6mTu*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against GEORGE W. GASHERIE, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers at the store of Rice, Goodwin, Walker & Co., of No. 476 Broadway, in the City of New-York, on or before the 30th day of December next.—Dated New-York, the 23d day of June, 1873.
LEWIS H. TYLER,
WILLIAM H. JANSEN, } Executors.
je24-law6mTu

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against THOMAS DONOHOE, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of Arnoux, Ritch & Woodford, No. 271 Broadway, in the City of New-York, on or before the 1st day of December, 1873, next.—Dated New-York, the 20th day of May, 1873.
SARAH J. DONOHOE, Executrix.
my20-law6mTu*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against MARGARET DEAN, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the residence of Charles A. Dean, No. 235 Madison-street, in the City of New-York, on or before the 25th day of December next.—Dated New-York, the 18th day of June, 1873.
CHARLES A. DEAN,
WM. L. DEAN, } Executors.
je17-law3mTu*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against MARIA LIVINGSTON, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of Townsend Wandell, Attorney, No. 290 Broadway, in the City of New-York, on or before the 10th day of October next.—Dated New-York, the 4th day of April, 1873.
CORNELIA M. GREENLY, Executrix.
ap8-law6mTu*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against NOAH NORRIS, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of Norris & Miller, No. 229 East Forty-first-street, in the City of New-York, on or before the 10th day of November next.—Dated New-York, the 29th day of April, 1873.
BRAINARD T. NORRIS, Administrator.
my6-law6mTu*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against THOMAS DUNN, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at her residence, No. 346 West Seventeenth-street, in the City of New-York, on or before the 3d day of August next.—Dated New-York, the 3d day of February, 1873. ANN DUNN, Executrix.
f4-law6mTu*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against THOMAS A. WHITAKER, late of the City New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his residence, No. 216 West 38th-street, in the City of New-York, on or before the 20th day of January next.—Dated, New-York, the 14th day of July, 1873.
C. EARLE WHITAKER, Executor.
jy15-law6mT*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against PETER NAYLOR, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 63 Centre-street, in the City of New-York, on or before the 14th day of January next.—Dated New-York, the 25th day of June, 1873.
PETER NAYLOR, Jr.,
BENJAMIN HAXTUN, } Executors.
jy1-law6moTu

STATIONERY.

SLOTE & JANES, STATIONERS, PRINTERS and blank-book manufacturers, No. 93 Fulton-st. Account-books made to any pattern.

The New York Times.

NEW-YORK, TUESDAY, JULY 29, 1873.

AMUSEMENTS THIS EVENING.

WALLACK'S THEATRE.—MIMI—MR. DION BOUCICAULT, Miss Katharine Rogers, Miss Effie Germon.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES—Afternoon and evening.

CENTRAL PARK GARDEN.—SUMMER NIGHT'S CONCERT by Theo. Thomas' Orchestra.

LION PARK.—MILITARY CONCERT by the Saxon Band.

THE NEW-YORK TIMES.

THE NEW-YORK TIMES is the best daily family paper published; it contains the latest news and correspondence; all objectionable advertisements are rigidly excluded; and it has a constantly increasing circulation among the most respectable classes of the community.

TERMS TO MAIL SUBSCRIBERS.

The DAILY TIMES, per annum, including the Sunday Edition.....$12
The DAILY TIMES, per annum, exclusive of the Sunday Edition.....10
The Sunday Edition, per annum.....2
The EUROPEAN EDITION, per annum, postage extra..3
The SEMI-WEEKLY TIMES, per annum.....3
The WEEKLY TIMES, per annum.....2

Club rates of THE WEEKLY—all to one Post-office address—Five copies, per annum, $7 50; Ten copies, per annum, $12 50; Twenty copies, per annum, $22; Thirty copies, per annum, $30, and One extra copy to each Club. For every club of fifty, one copy of THE SEMI-WEEKLY TIMES to the getter-up of the club.

When the names of subscribers are required to be written upon each page of the club at one post-office address, ten cents for each copy additional to the above rates.

Club rates of THE SEMI-WEEKLY TIMES: Two copies, one year, $5; ten copies, one year, $25—and one extra copy free. New names may be added to clubs at any time during the year, at club rates.

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New-York City.

Families or other subscribers leaving the City for the Summer can have THE TIMES *mailed to their address at $1 per month.*

NOTICE.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot, under any circumstances, return rejected communications, nor can we undertake to preserve manuscripts.

TO ADVERTISERS.

☞ For the accommodation of up-town residents, advertisements for insertion in THE TIMES will be received at No. 54 West 32d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

☞ Advertisements for THE WEEKLY TIMES must be handed in before 10 o'clock this evening.

Our readers will learn with much regret the extent of the consequences of the late illness of Vice President WILSON, as reported from Washington. Mr. WILSON'S hardy constitution, though strained by a very laborious life, it is hoped will enable him to gradually recover the ground he has lately lost.

Some difference of opinion has arisen between the Treasury officials and the bankers who constitute the syndicate for placing the five per cent. loan. It is assumed to be by law made the duty of the Government to invest the *Alabama* indemnity in this loan. The syndicate claim to control the loan, and demand a commission on the amount of the indemnity. The present position of the Treasury Department is adverse to this claim. It would certainly be odd if the Government has been so tied up that it cannot invest a few millions in its own bonds without paying for the privilege a company of bankers employed without any reference to this business.

An answer to Mr. VAN NORT'S statement in regard to the appropriation for wooden pavements is, we understand, to be found in the following facts: The appropriations for 1873 were first determined on in December last, when the Commissioner of Public Works was a member of the Board of Apportionment. The sum then asked and granted for the repair of wooden pavements during the year was $60,000. Under the charter, the new Board of Apportionment revised the estimates of their predecessors, about the end of June. It was then found that not a dollar of the appropriation for the repair of wooden pavements had, so far, been expended. As the year was half gone, the Board concluded that half the original appropriation would be enough for the rest of the year. In addition to this appropriation, the Department of Public Works appears to have at its credit $90,000 for the repair of stone pavements, making $120,000 in all for this description of work. It is stated that a responsible contractor has made a minute examination of the streets of the City, and that, in a communication to the Mayor, he has offered, under proper security, to make all the necessary repairs upon the wooden and Belgian pavements of the City for $124,000. The amount granted to the Department of Public Works and that estimated by this contractor for the same work are, it will be seen, nearly identical. Either the contractor or the Department ought to be set promptly about the execution of the job.

The proposed marriage of the Duke of EDINBURGH to the Grand Duchess MARIE, of Russia, is discussed under a great variety of forms in England. The lady belongs to the Greek Church, and some of the English people do not like that. The *Daily Telegraph*—which, of course, knows all the secrets of the Court—assures the doubters that there is nothing wrong. "There is no objection to an English Prince or Princess marrying a personage of the Greek faith." After that opinion from the great authority in the country on all subjects, it is to be hoped the grumblers will be silent. Then there is another point. Will the marriage make allies of England and Russia? People who ask that question had better remember that the wife of the Prince of WALES is the daughter of a King of Denmark—and then consider what happened to Denmark not long ago, and what England did to prevent it.

There can be no doubt that a disease much resembling cholera has caused great mortality in many parts of the South-west. It is very desirable to have something like scientific facts concerning this epidemic, but thus far our sources of information are chiefly confined to the newspaper correspondents, who write rather loosely on the subject. The weather we are at present experiencing is about the very worst that could be imagined at such a season, and the Board of Health will do well to persevere in its efforts to cleanse the City. The Washington Market stalls are restored with slight alterations, and nothing has been done with Fulton or Centre Markets—both nursery-grounds of pestilence. The "cholera," which has thus far exhibited itself, seems of the European form, for it is a singular fact that nowhere in the East do we hear of an outbreak. We have news from India down to July 15, and cholera is not even mentioned. Nor does it seem to have shown itself in China. It is certainly not a general epidemic that we have to encounter, but too much care cannot be taken to keep the enemy at bay. No ships have yet arrived with cholera on board—another encouraging fact. We have at least six weeks of unhealthy weather before us, and the Board of Health should work hard to protect the community from the natural consequences of our past neglect.

Our mail service to England is in a very unsatisfactory condition. An anomalous and annoying fact in connection with it is that the later a letter is mailed the earlier it is likely to get to its destination. This seems absurd, but it is literally true. The midweek mail is sent on Wednesday, by the Williams & Guion line, notoriously a slow line. A letter by the Hamburg line on Thursday is sure to get to England before one sent on Wednesday. A letter sent on Saturday, by the White Star line, nearly always arrives before one sent on Wednesday, and some of the time before one sent on Thursday. The embarrassment and loss this inflicts on correspondents with England cannot be defined, but they are certainly very great. Importers and bankers are now sending letters by one mail, and copies of them by another, in order to catch any chance advantage that may come out of the confusion and mismanagement. Any one can see that this makes double labor, beside leaving business men in an uncomfortable condition of uncertainty. A letter from England, received in this City on Saturday afternoon, cannot be answered, or the answer cannot be sent with any confidence as to when it will reach its address, before the following Saturday. An exchange of letters thus occupies from twenty-seven to thirty days. This is a very unfortunate, and, we may add, a very discreditable condition of things.

The attention of mariners is called to the announcement made in our Washington dispatches concerning a new light and fog signal on the Eastern coast, and a new fog-signal at Fort Lafayette.

REUTER'S ELEPHANT.

Baron REUTER seems to be in difficulties concerning his bargain with the Shah of Persia. To carry out the terms of his contract is, of course, beyond the power of any one man. It requires a large amount of money to make the roads, work the mines, and develop the commerce of Persia. Baron REUTER calculated with great confidence upon easily getting this money in England. But somehow or other, people fight shy of the project. The English capitalist has been fleeced pretty heavily of late years, and the lesson begins to tell. Perhaps our readers would be surprised if they knew how many "bogus" railroad enterprises have been launched upon the English market during the last few years from this country alone. It is a regular business to get up a company, float the bonds in England—often under the authority of very respectable names—and then for the projectors to walk off with the money, and say no more about it. When they are asked for explanations, they say "all the money has been spent on the road." This game has been carried on to an incredible extent; persons supposed to be respectable have lent themselves to it, and the result is that even legitimate American enterprises are now looked upon with growing disfavor and suspicion.

The British capitalist is, then, in a very wary frame of mind. Even the visions of wealth which Baron REUTER has conjured up—visions as splendid as any which are to be found in the *Arabian Nights*—fail to induce them to unbutton their pockets. Who is Baron REUTER, after all, that people should rush to deposit their savings in his hands? A few years ago nobody had ever heard of him. He seems, however, to have a kind of talent for creating and building up monopolies. He managed to get a monopoly over certain telegraph lines, and thus placed the English newspapers under his thumb. They committed a great mistake in allowing REUTER to feed them with their news by spoonsful, putting the spoon only into what dishes he thought proper. See, for instance, how badly his work is done in this country. The news he sends over from here is got up in the most wretched manner, and is practically worthless to all American travelers abroad. But the English newspapers seem to be bound hand and foot to the astute German, and it is only wonderful that our great and wealthy contemporary, the London *Times*—still at the head of the English Press—has not long ago smashed REUTER and all his works, as it might do without much effort, if it once took the fit into its head.

Having succeeded, however, in this project of tying all the newspapers to his waistband, Baron REUTER—for he is a Baron now, and may be an English peer hereafter—conceived the still more daring project of acquiring a perpetual lease of Persia. Other people were to find the money to work the property, and he was to take the profit. He was to be like one of those shrewd persons who form companies, obtain their stock cheaply, sell it at par, and then quietly "get out." Now, the English shareholder does not seem to see it. Why should he put his money down in a country where he never could have any guarantee that it would be safe? The present Shah of Persia might repudiate his bargain at any moment—in all probability he would do so some day or other. Most certainly his successor would adopt that simple method the moment he came to power. REUTER would, of course, be all right. He would know how to take care of his own interests. But the poor, credulous, perpetually-victimized British shareholder would find himself plucked as clean as a robin. If he wanted his money, he would be told to go to—Persia and get it. Meanwhile, Baron REUTER would flourish like the green bay tree; he would have built himself larger houses than ever, and acquired a right to publish what leading articles he pleased in the English newspapers, and be ready to place a scheme upon the English market for working all the mines in the United States—including the Emma Mine.

The *Pall Mall Gazette* is very much disgusted with "city people" for looking askance at REUTER'S Persian pills. What, you mean to tell us, you will think of your money instead of your country's good? it seems to say to them. But how does the *Pall Mall* know that this Persian business would turn out to be for the welfare of the country? It would be far more likely to bring the country into all sorts of vexatious disputes and difficulties, and ultimately to lead it into a war. The Government was appealed to for help, and the Government very properly declined to have anything to do with the scheme. Cannot Mr.—we beg his pardon, Baron—REUTER make a fortune quite fast enough without the British Government assisting him? The *Pall Mall* moans in a piteous way about its folly and blindness: "This is not the way in which either the commerce or the safety of the country was dealt with in other times. Meanwhile, as all the world is learning now, the Russians are greedily bidding for Mr. REUTER and all the potentialities comprised in his concession." Let them bid. If the Russians like to get themselves in a mess, why should people in England care? Have they not enough on their hands just now in the shape of BISCHOFFSHEIM and Erie, the Emma Mine, and the innumerable railroad "enterprises" which have been planned for their especial benefit? Russia would protect her capital if she invested it in Persia. England probably would simply leave REUTER to explain matters to the shareholders. At present the worthy Baron is in a fix. He cannot get anybody to take his bargain off his hands, and he cannot manage it himself. He should try if some of our "smart" railroad projectors could do anything for him. Let him bring his elephant over here and see how much it would fetch.

THE LEGISLATION OF 1873.

At the recent session of the Legislature, very many statutes on subjects of general interest were enacted, and an account of some of the more important of these may be useful.

Corporations.—A familiar rule of law requires corporations to hold their corporate meetings within the State by whose law they exist. An important modification of this rule, and of the provision of the Revised Statutes founded upon it, (2 R. S., 458, §2,) is introduced by chapter 634 of the laws of 1873. This act permits foreign corporations to hold meetings of stockholders, as well as of directors, within this State, if their charter or the laws of their own State authorize them to do so. There are a large number of corporations, composed wholly or chiefly of residents of this State, but organized under the laws of some other State, where the corporate property or works are situated, and in such cases the stockholders have been obliged to go hence to another State whenever they wished to hold a meeting. This act will therefore tend to remove a great deal of corporate business to this City that heretofore could only be regularly done elsewhere.

Another act (chapter 151) in respect to domestic corporations gives stockholders who lose their certificates a summary mode of having their claim to the issue of new certificates tried by the courts, and if it be substantiated, requires them to give security to indemnify any person who may afterward successfully impeach their claim.

A recent statute (1 laws of 1871, page 187, chapter 84), for the protection of holders of coupon bonds issued by corporations, provided that any holder of such a bond, payable in this State, might indorse it with a statement that it is his property, and subscribe his name thereto and thus make it non-negotiable. Chapter 595 of 1873 in effect amends this act by expressly extending it to municipal as well as other corporate bonds and obligations (not currency nor registered pursuant to law). It is further provided that after being thus rendered non-negotiable, the bond may be transferred by an indorsement in blank or payable to bearer or to order, with the addition of the assignor's place of residence. An additional clause applies the same provisions to the interest coupons accompanying any such obligation. Both of these acts seem to have been drawn without noticing the act of 1870, (1 laws of 1870, page 988, chapter 438,) which contains a very similar provision as to rendering non-negotiable the bonds of villages, towns, cities, or counties of this State.

Chattel Mortgages.—An act of importance to creditors, (chapter 501, amending laws of 1833, c. 279,) requires that chattel mortgages be re-filed (with the usual statement) *every successive* year so long as they remain unpaid. Heretofore one re-filing, at the end of the first year, has been enough.

Proof of Inheritance.—One of the most important acts affecting property is chapter 552, with the title, "An act in relation to lands of which parties die seized."

Every lawyer, and many owners of real estate, have experienced the uncertainty and inconvenience occasioned in land titles from the number of facts, which are of a nature to be material to a valid title, and which yet cannot become matter of record unless litigation arises involving them. Such, for instance, is the question whether a man who conveyed land years ago, and who is now known only as a name, was then unmarried; —if he had a wife, who knows but that she may turn up and claim dower? Such facts have to be inquired for here or there, and are often taken on trust, as, after a lapse of time, the knowledge of them rests only on hearsay or tradition. At various times the project of an official examination and registry of titles has been mooted; but we have hitherto got no further than the record of written instruments affecting title. Perhaps the most serious source of embarrassment in this respect is in connection with inheritance. The validity of a deed by an heir depends on the actual death of his ancestor, the fact that he left no will, the fact of relationship, the question whether there were other heirs, and other such matters, upon some of which a mistake may impair the title even a long time after the event.

The act above mentioned provides a method by which heirs may have proof of such matters taken in the Surrogate's Court, and have the results recorded in the record of deeds.

There seems to be no good reason why the same method of perpetuating presumptive evidence might not advantageously be applied to other facts which now rest on verbal testimony; and if this proceeding shall be found convenient in practice, it is to be hoped that it may prove a first step toward the simplification of land titles.

Marriage and Adoption.—Chapter 25, amending 2d Revised Statutes 140, sections 11, 13, requires the magistrate or minister celebrating a marriage to ascertain from the respective parties their right to contract marriage, and empowers him for that purpose to examine them, as well as any other person, under oath, and the form of the marriage certificate is modified slightly in consequence. The adoption of children is now, for the first time in this State, regulated by positive law. The courts are frequently called upon, as every reader of the newspapers know, to settle controversies as to the custody of children who are claimed by gift or adoption, and questions of pecuniary right are sometimes litigated, where the earnings of an adopted or emancipated child are in question.

Chapter 830 recognizes the validity of effectual adoptions hitherto made, with some qualification, however, in case of children who were abandoned by parents, but declares that hereafter (the act took effect the 15th of this month) no child can be adopted, nor can any child that has been adopted be deprived of the rights of adoption, except by a consent and agreement made in presence and with the approval of the county judge.

The following restrictions are placed on the right of adoption: A minor cannot adopt a child, nor can a married person without the consent of his or her wife or husband, unless they are lawfully separated.

Consent is necessary on the part of the child if it be over twelve, and on the part of the parents living, or, if they be dead, of some adult having lawful custody of the child, except that the father's consent is not necessary if the child be illegitimate.

The parental consent is unnecessary, too, from a father or mother deprived of civil rights, or adjudged guilty of adultery or cruelty, or who is for either cause divorced, or who is adjudged insane, or an habitual drunkard, or is judicially deprived of custody of the child on account of cruelty or neglect. So, also, where the parent has abandoned the child.

The adopted child takes its parents' name, and becomes for all legal purposes, except rights of property, the child of the person adopting it. The parents cease to have any rights or responsibilities toward it.

The act last mentioned is a model of legislative expression. If the other laws were as well drafted as this and one or two others, they would be far more clear, and occupy less than half the immense bulk they now do.

THE CITY PRISON QUESTION.

The City Prison Commission held a meeting yesterday, and by the very able and exhaustive report submitted by Controller GREEN, the following facts are very clearly brought out. In the opinion of those best able to judge, the site of the Tombs is not an unwholesome one. No epidemic has ever been known there, and the internal arrangement of the prison, in which alone there is anything unhealthful, could easily be improved, in a sanitary sense, by some expenditure for new plumbing work, for improved ventilation, and for additional drainage. So badly constructed is the present building that out of the 184 cells in the prison, only 145 are fit to be used. As many of the cells at present contain two and three prisoners each, the Tombs may be fairly said to be crowded. In the opinion of the Department of Charities and Correction, a few extensions and alterations on the present building are all that is needed to supply the wants of the City for the next fifty years. Unfortunately, however, the law is mandatory as to the abandonment of the present site and the selection of a new one. Within the next twenty days or so the Commissioners must fix upon a site for the erection of a new building "to be used as a City Prison and Bridewell." This fact furnishes a very good illustration of the hasty and haphazard character of the statutes which are constantly being produced under our existing methods of law-making. Had such a report as this been called for before the bill was passed, the City would have been saved a good deal of needless expense. As it was, the interests of the public were represented by no one save the schemers who engineered the bill, and the result is as we see it—an obligation prematurely incurred to the detriment of the tax-payers and the prospective gain of a few contractors or real-estate speculators.

By a tolerably convincing process of reasoning, the Controller arrives at the conclusion that any wide departure from the present site of the Tombs, would be highly injudicious. The City Prison is simply a place of temporary detention for criminals who are held for trial. There is no special necessity why such a receptacle for unconvicted prisoners should be near either the geographical centre or the centre of population of the island. But there is a special necessity for keeping the prisoners near the lower courts, in which, for the most part, they will be first tried, and the higher courts before which their appeals would be brought. The City Prison bill provides for accommodating the Courts of Sessions, the City Judge, the Recorder, and the Police Court, in a building immediately adjoining, or forming part of the prison itself. This is about the only feature of the bill which is perfectly defensible, since the withdrawal of such of these courts as are already accommodated in the buildings in the City Hall Park will furnish much-needed room for the executive departments of the City. It will also avoid the frequent exhibition of handcuffed prisoners in transit from the Tombs to the courts around the City Hall. In determining the site of the lower courts, and consequently of the City Prison, the site of the higher courts must be taken into account. The prosecuting officers of the people have to attend both classes of courts, almost daily, and the legal profession, generally, have some reason to claim that their convenience should be consulted in this matter.

These considerations point very strongly to the selection of a new site for the City Prison and courts, near to that now occupied by the Tombs. The freight depot of the Harlem Railroad is erected on ground belonging to the City, and so is the old Arsenal building on the next block above. To erect a City Prison, having 1,000 cells and including all the modern improvements known in this department of architecture, would require a piece of ground containing 40,000 square feet. The existing prison covers 45,000 square feet, so that the waste of space in the building is obvious enough. For the erection of the criminal courts required by the law another 40,000 square feet is necessary. The freight depot and the arsenal building together cover about 55,000 square feet. It will thus be seen that a new prison could be built on the two blocks above the Tombs, and that the courts could be placed on the present site of the prison. Should the Commissioners agree to adopt this plan, they must do it on the tacit understanding that chapter 570, laws of 1871, is to be either carried into effect at once, or repealed by the next Legislature. That law gave the Commissioner of Public Works power, within six months after its passage, "to change the present grades, and establish new grades for the streets embraced within the area bounded by Chambers, Bleecker, and Chatham streets, Broadway, and the Bowery." The proposed new grade would elevate Centre-street at the Tombs thirteen feet above its present level, and would, in any case, necessitate the rebuilding of the prison. A new building could not safely be begun before the street level has been finally settled. The site referred to is at once the most convenient and the least expensive to the city, but the Commissioners before deciding upon it will require to take for granted two rather doubtful things. The first of these is the certainty that the next Legislature will modify the City Prison bill so as to enable them to retain instead of selling the present site of the Tombs, and the other is that they can readily decide whether the bill for altering the street grade from Chambers to Bleecker-street should be executed or repealed.

A SWIM FOR LIBERTY.

A veritable escape was made in Australian waters, a few weeks since, almost as amazing as that of Edmond Dantes, in the novel of *Monte Cristo*. It seems that the French transport steamer *L'Orne* had put into the lower harbor of Melbourne for coal and provisions. On board were 500 Communists, bound for the French penal settlement of New-Caledonia. The sentinels on duty were quadrupled in number, and the ship was kept brilliantly illuminated with lanterns. Boats were stationed at judicious distances, and all conceivable precautions taken to prevent any of the convicts from escaping. But by an extraordinary combination of courage, good fortune, and physical endurance, one MICHEL SERIGNE managed to effect his departure from the vessel and his arrival on shore, a distance of seven miles; where, since there is no expatriation for political offenses, he walks to-day a free man.

According to the Melbourne *Argus*, SERIGNE, having watched his opportunity for several hours, rolled out of a port-hole into a collier, which had been brought alongside to furnish the steamer with coal. A guard with a Chassepot was close by, but the prisoner executed his critical movement just as the sentry was moving from him, and before he turned. SERIGNE fell amid the coals, and, with great swiftness and dexterity, covered himself up among them. Here he lay until after midnight, his first descent having been made at about 9. He now stealthily lowered himself overboard and swam to the collier's stern, where a boat was fastened. Cutting the rope, he gently pushed the boat away, swimming behind it. The night was dark, there was no moon, and it rained. When 300 yards away, SERIGNE heard a noise on board the steamer, and made up his mind his escape was discovered. He naturally inferred that the absence of the boat would be instantly noted, and that, if seen, she would at once be fired upon. He therefore instantly left her, dived well beneath the surface, and rose again some distance off. All was quiet again on board the ship, but he dared not return to the boat, and struck out for the shore. He could see the lights at Sandridge, but knew not how far they might be away. After swimming nearly an hour, he felt that he could continue no longer. Happily, at this juncture he espied a vessel at anchor, and contrived to struggle to her cable. Fearing he should faint, and so sink, he lashed himself to the cable with his belt. For an hour or more he rested, and then disengaged himself, and again struck out for the shore. Greatly exhausted, he managed at last to gain the beach at Sandridge, and thence, in the morning, he walked into Melbourne. He had heard, he said, that having once touched English soil he was free, and so had no fear of being given up. On the line taken, it appeared that he must have swam nearly nine miles—the distance achieved by DUMAS' marvelous hero when he escaped from the Chateau D'If. The poor man was naturally in quite a destitute state, and, as it turned out that he had been quite a harmless member of the Commune, he found many sympathizers, who will see to it that he has a comfortable provision for the future. There are few instances in the annals of remarkable escapes where the chances of success have been so slender, and where difficulties were surmounted with such determined pluck and energy. If SERIGNE can make as good a battle for success in life as he has shown he can make for liberty, he will be heard of again in the world, and Australia may congratulate herself on the acquisition of an enterprising citizen, although at the expense of New-Caledonia.

MILITARY PICNICS.

The declared intention of the Police Commissioners to prohibit, hereafter, public parades of "target" companies and other "unauthorized and irresponsible armed bodies," will meet with general approval. Hitherto such parades have commonly had for their object excursions to some suburban locality, where the paraders got drunk with great expedition and unanimity, and then took to fighting with equal vigor, not unfrequently winding up with a general sack of the neighborhood. The exploits of the Knights of Columbia, at their picnic in Lion Park last Wednesday evening—which, indeed, furnished the immediate incentive to the action of the Police Board—sufficiently indicate the usual character and result of these parades. The gallant Knights, having exhausted other sources of amusement, set to work to kill the musicians whom they had engaged to enliven their excursion, and it required all the reserve force of the Twenty-third Precinct, and several broken heads, to cool their ardor.

To avoid so far as possible a repetition of such excesses, the Commissioners resolved at their meeting of Friday, the 25th inst., "not to grant a permit to any organized body of men with arms to parade on the streets of this City, except the organizations excepted by chapter 590 of the laws of 1872, and other legally-organized military bodies from other States." The language of this resolution is less precise than it might be. The organizations excepted in this law referred to, which is entitled "An act to regulate processions and parades in the cities of the State of New-York," are the national guard and the police and fire departments. They are excepted from an obligation imposed on all other processions and parades to give to the police authorities, under pain of prohibition, "six hours' written notice of their object, time, and route." The Police Commissioners, therefore, in excepting the national guard, police, and fire departments from the operation of this new regulation appear to be graciously granting a permission they have no power to withhold. Indeed, from the wording of the act of 1872, it is not clear that they are anxious to forbid any procession or parade of which the prescribed notice has been given. In such cases, the act goes on, "it may be lawful for the police authorities to designate what width of street may be occupied by the parade," and "it shall be their duty to furnish such escort as may be necessary to protect persons and property, and maintain the public peace and order."

Undoubtedly, however, the granting of such permits as are intended in Gen. DURYEE'S resolution, come within the general discretionary powers of the police, and we mention the matter chiefly to add a regret that our legislative acts are so often framed with this unnecessary looseness. More to the purpose is the fact that not in their parading lies the chief objection to these "irresponsible armed bodies," but in the recklessness and debauchery which generally mark their picnicing, and as generally take place beyond the City limits. The same objection applies to many of the unmilitary picnics, which are often, for the young people, especially who crowd to them—schools of immorality and crime. On all such orgies the police should keep a strict eye, and if they cannot prevent them, they can at least do much to lessen their indecency and wickedness.

THE LATE JUDGE STEELE, OF VERMONT.

To the Editor of the New-York Times:

The death of this young and most promising lawyer and statesman, whose abilities were just beginning to shine outside the limits of his native State, but which, had death spared him, would have ere long given him a national reputation, deserves a notice in the metropolitan Press of the country. A graduate with the highest honors of Dartmouth, he became, at the age of twenty-eight, the most learned judge on the Supreme Bench of the State of Vermont. Retiring from the Bench to give attention to his private affairs, he took with him the confidence and highest regard of the whole people. In the Fall of 1870 he desired to represent the Second Congressional District of Vermont in the Congress of the United States, and during that time he addressed the people of the district, with great effect, on the leading subjects for political discussion. In the Republican Convention to name a candidate he was defeated by Judge Poland, yet, such was the affection of the people for him, that thousands bolted the nomination, notwithstanding Judge Steele's wishes and efforts to the contrary. He was a delegate to the last Republican National Convention that nominated Grant, and chiefly drafted the preamble and resolutions adopted by that body. In the Presidential canvass of 1872 he took a leading part, and was undoubtedly the ablest Republican on the stump either in New-Hampshire or Vermont. But he was losing hold rapidly on earth. Consumption claimed him as one of her millions of victims. In the Spring of 1873 he went to Minnesota, hoping for beneficial results upon his health, only to realize those bitter words, "Too late." He died recently there, and his remains were brought on and buried in the old family cemetery at Hartland, Vt. At thirty-eight the battle of life is over. Judge Steele was in all respects a gentleman. Refined in his manners, modest in his bearing, agreeable and genial in his conversation, true to his friends and charitable to his enemies. He has seen "the last of earth," but his memory long will be cherished among the people living in the valleys and on the green hills of his beloved native State.

C. R.

THE CHILDREN'S FUND.

The following additional contributions to the Poor Children's Excursion Fund have been received, and are duly acknowledged:

R. D. Alliger	$25 00
Clark's Hill, Stamford, Conn.	12 00
In Memory of Little Willie	10 00
F. W. Ware	5 00
B.	5 00
Trevor and Carl	2 00
Total	$59 00
Previously recorded	3,253 31
Aggregate of Fund	$3,312 31
Amount expended to date	3,934 93
Balance in hand	$4,377 38

The seventh excursion will be given on Saturday next, Aug. 2, when the poor children of the Fourth Ward will be taken to Oriental Grove, on Long Island. This picnic will be known as the "Stock Exchange Excursion," as the members have contributed more than enough to defray all the expenses. The children will be gathered up by Capt. Charles Ullman and his subordinates, of the Fourth Precinct, and the Captain will also accompany the excursion to see all of the little ones safe home again. The tickets will be distributed on Thursday. Further details will be given in a few days.

BLACK STATES AND WHITE.

The proposition to create a new State formed of the upper counties of Mississippi and those counties in Tennessee which lie west of the Tennessee River, and to be called the State of Jackson, receives an explanation from the Wilmington (N. C.) *Journal*, a "Democratic" paper, as follows: "The movement finds its greatest impetus in the desire of the white people of North Mississippi to escape from the difficulties of negro domination. The rich lands of the lower Mississippi Valley are constantly receiving an increase of colored population from the older States of the South, over 30,000 colored people having left Georgia alone within the last twelve months for Mississippi and Louisiana. In view of the probable continuance of this large and increasing migration of the colored race, many intelligent white men of those two States have lost all hope of ever securing the political control of those States to their own race; and, as a remedy for the evil, the people of North Mississippi, where the whites are in the majority, seek annexation to Tennessee or the formation of a new State. While it cannot be denied that the evil of which the people of North Mississippi complain is a very grievous one, it must be admitted that the remedy proposed for its redress is one not altogether pleasant to contemplate. If it be true, as represented, that the colored people are migrating to the lower Mississippi lands, and that the white people are leaving them, and that from time to time many large cotton and sugar plantations are being abandoned by their former owners and divided and sold to colored people, it will be difficult to prevent the project for the formation of the new State of Jackson, and to prevent projects for the formation of other new States, from receiving constantly-increasing strength. The same principle of segregation, if it shall be carried out by the people of North Mississippi, will doubtless lead to radical changes in the States of Louisiana, Alabama, and Florida also, and thereby surrender one of the finest and most fertile lands of the South to the possession of purely black commonwealths. The evil is a desperate one, but the remedy is scarcely less so, because of the almost unconquerable love and attachment that people have for their homes and their birth-places. The wrong and injury that will be done to the white people on the Gulf coast, if they shall be compelled to abandon their homes and their property, will be incalculable; and on this account the remedy seems a deplorable one; but great as the wrong and incalculable as the injury may be, the consequences of unification and amalgamation of the races will be far more disastrous.

The other objections to the proposed method of avoiding the solution of the great problem of the day, to wit: How long can two races, separate and distinct in color at least, with equal rights before the law, occupy a country in common, without fighting or without amalgamating, are not worthy of grave consideration in view of the opposing advantages. The Northern press does not take the same view of the question, and looking at it from a Northern partisan standpoint, it is not to be expected that it should. The congregation of the colored race into a few States of their own, in a political point of view, will not be objectionable to Conservatives in the South, or, indeed, in the North."

THE CENTENNIAL—PLANS FOR THE BUILDINGS.

PHILADELPHIA, July 28.—Plans for the centennial buildings were placed on exhibition to-day in the lecture-room of the Old University building, and inspected by a large number of persons. The popular shape is of the parallelogram, and nearly all are surmounted by domes of imposing proportions.

LONG BRANCH.

THE COTTAGES AND THEIR OCCUPANTS.

GROWTH OF THE WATERING-PLACE—FASHIONABLE PEOPLE AND THEIR RESIDENCES.

From Our Special Correspondent.

OCEAN HOUSE, LONG BRANCH, }
Monday, July 28, 1873. }

Newport has been a watering-place for two hundred years, Saratoga for a hundred, but Long Branch for a comparatively very short time. A place where people stop for a few hours to eat fish can hardly be called a watering-place, and yet this is all that Long Branch was for many years. The gray-haired sires who know the past consider that it was only recognized among other Summer resorts ten years ago. This may be so, but it is certain that the cottage development in the region beyond the West End Hotel was the first true indication of the position which Long Branch must take in the future. That it will be the Brighton of America cannot be doubted. For reasons unnecessary to state Cape May, a most excellent bathing-place, will never be able to grow much larger than it is. It is within a few years of its maturity, and will then remain for centuries, perhaps, exactly as it is. The wealthy residents of Baltimore and Philadelphia will always go there at the commencement of the Summer season, and will then flock to Long Branch before they go to the mountains or Saratoga. But it is not from them or from the cottages which they will build that Long Branch will derive its largest support. The sources of the future prosperity of Long Branch seem to me to depend upon the people of moderate incomes, for whom accommodations are being made more and more every year. This will make Long Branch of a duplex character. It will be at once the Margate and the Brighton of our country. The town proper, which is two miles away from the beach, will be the resort of those who want sea air and sea bathing on moderate terms. And the hotels along the beach and the cottages beyond them will remain as they now are, the resort of the well-to-do.

There can be little doubt that the Jersey Central line will be pushed definitely forward to Long Branch before the end of this year, and will in the late Spring commence running excursion-trains from New-York and Philadelphia, and the big towns of New-Jersey. Their progress has been impeded hitherto by the struggles of the Pennsylvania Central to baulk the project by preventing their bridging the Raritan River from South Amboy over to Perth Amboy. Five times has the battle been waged in the law courts, and five times has Tom Scott been ignominiously defeated. No other resort is now open to him save the United States Courts, and he will think twice before he goes there. The line will, after crossing the bridge, pass through Englewood, through the beautiful woods of Marcus Spring, the well-known abolitionist and humanitarian, to Matteawan, Keyport, Middletown, Holmdell, Red Bank, and Branchport, to the village of Long Branch. There will be a depot there and a continuation of the line to the sea, the terminal depot being situated in that large lot of John Taylor Johnstone, which lies west of Isaac's and the Pavilion. This line will make the village of Long Branch our Margate, and will enormously raise the value of what is called here the back property, that is to say the lands down in the valley two miles away from the sea.

Jay Gould and his Jersey Southern say that they can beat the time of the Central line with their boats. This may be the case or not, for the distance by the new line must be close upon fifty miles, and by express this would take from one hour and twenty minutes to one hour and thirty-five minutes. Gould says that it will take fully two hours. Be this as it may, I firmly believe that there need be no fighting between them. There are so many people that love the sail, and so many others that are afraid of it, that each will get a fair percentage of the traveling public. But the competition will bring down the price of transit, and, more than that, will place Long Branch within easy access of a new region for all her supplies, so that a great reduction in the cost of everything may be expected next year. But the Jersey Southern pins its faith firmly on the men who like to spend their money. So they propose to enter to the cottages and to extend their line to Ocean Grove. They did intend to run due south from their present depot, going back of the line of hotels along the beach, and having one depot in rear of the West End Hotel, and another at that part of Lincoln-avenue which is close to the Deal Turnpike road. From this point they would have run directly to Deal and thence to Ocean Grove. This would have been a very excellent route, and they had commenced breaking the ground, raising embankments, and making cuttings when the whole thing came to grief by the extortionate demands of one or two petty landholders. The matter of appraisal had been put into the hands of commissioners, and these gentlemen, from causes which it is needless to investigate, chose to sanction the price of $9,500 which a man demanded for a lot of a quarter of an acre on Lincoln-avenue. This was in curious contrast to the acts of others. One public-spirited gentleman had said, "Go ahead; I'll charge you nothing. I don't believe in obstructing railroads." An old lady, Mrs. Wooley, whose land formerly extended all over this region, offered as much as they required at $1,000 an acre, but this individual wanted to be paid for his land at the rate of $38,000 per acre, and as the commissioners thought that a fair price, the railway men abandoned that route, and left the commissioners to lament over their short-sightedness. Jay Gould doubtless would not have been scared by one such attempt, but he thought (with very good reason for so thinking) that a ring had been formed by the guileless villagers, and as in passing back of the beach he would have to take a number of small lots, he smelt the coming of very large mice, and determined on a new line. The route now proposed goes along the Philadelphia extension for two miles, and then runs east of Long Branch village, parallel with the Deal Turnpike road, crossing it at a point west of Lincoln-avenue. This route will traverse the property of Charles Chamberlain, Esq., the relative of Mr. Hoey, and it is pleasing to record that he has shown the same public spirit as the gentleman who offered his land gratuitously on the other line. The depot for the cottages will probably be in West Wooda, which bulge out on Cedar-avenue, and are at the present moment inhabited by a tribe of humbugging gypsies, who foretell the future without knowing either the present or the past. One of them offered to tell my future for a dollar, and I at once offered to tell hers for half the money.

There are, as is well known, many cottages along the line of Ocean-avenue, between the Metropolitan and the West End Hotel. Judge Cardozo, Theodore Moss, Joseph Seligman, Jesse Seligman, old Mr. Morris, the auctioneer of Long Branch, who has sold every hotel in turn—all these have their cottages in what may be termed the hotel part of the place. But the cottage region proper is confined to that part of Long Branch which lies beyond the West End Hotel. The history of this part is somewhat curious. In 1860 a gentleman named Lewis B. Brown was doing a heavy business down South. When the signs of the coming storm became manifest to everybody, all said, "Brown will go with the South against his convictions, for he is owed half a million of dollars by the Southerners, and if he is against them, and there comes a war, will lose every dollar of the money." The war came, and found Mr. Brown an ardent abolitionist. He left the South and his half a million, and went up to live in Westchester County, along the Sound, about three miles from Harlem. He brought with him a colored servant, whom he brought to the polls with him, and this created much unpleasantness, especially among the Irish of the vicinity. When the bloody riot of '63 took place, a villainous wave came up into Westchester County and stirred up the Irish there to negrophobia and robbery. A party from West Plains, drunk with fanaticism, assisted by whisky, called upon Mr. Brown and requ

THE REAL ESTATE MARKET.

The only auction sale of real estate noted to be held at the Exchange yesterday, Monday, July 28, was that of the house and lot, 25.9 by 100, situate on the north-east corner of Second-avenue and Eleventh-street, by A. H. Muller & Son, under the direction of Geo. L. Ingraham, Esq., referee. The sale was adjourned to Monday, Aug. 4, by order of the Supreme Court. No other business was transacted at the Exchange. In addition to the proposed auction sales of real estate noted in our list of yesterday, the following will be held:

TO-DAY'S AUCTIONS.

By A. J. Bleecker, Son & Co., at the Exchange, by order of trustees of the United States, the balance of the "Norton" property, situate at Plainfield, N. J.

By William Kennelly, at the Exchange, Supreme Court foreclosure sale, G. L. Ingraham, Esq., referee, of the house and lot No. 582 Cherry-street, on map made by Francis Marschalk.

By A. J. Bleecker, Son & Co., at the Exchange, Supreme Court foreclosure, J. N. Lewis, referee, of house and lot on the west side of Third-avenue, 76.8 feet north of Seventy-eighth-street, 25.6 by 100.

By Jere. Johnson, Jr., on the grounds, at Darien Station, Conn., 200 villa plots and building sites, and a farm-house and two beautiful cottages; also, a splendid herd of thorough-bred cattle.

S. J. Goodenough will sell to-morrow, Wednesday, July 30, on the grounds, at Schiller's Park, fifteen miles north of New-York, via Erie Railway, 200 building lots. An excursion-train will leave foot of Twenty-third-street at 11:45 A. M., foot of Chambers-street 12 M., and Jersey City at 12:15 P. M. on day of sale.

E. A. Lawrence & Co. will also sell on the grounds at Jamaica, Long Island, 200 lots of land, situate on Fulton-street.

RECORDED REAL ESTATE TRANSFERS.

NEW-YORK.

Friday, July 25.

Carriage way on e. s. of Gramercy Park, n. e. corner of 20th-st., 23x81; carriage-way on e. s. of Gramercy Park, 23 ft. n. of 20th-st., 57x81; carriage-way on e. s. of Gramercy Park, 80 ft. n. of 20th-st., 25x81; carriage-way on e. s. of Gramercy Park, 105 ft. n. of 20th-st., 39.6x81; 21st-st., s. s., 81 ft. above carriage-way, 44x78.10; 20th-st., n. s., 81 ft. e. above carriage-way, 42x105	$10,000
Great Jones-st., s. s., 539.6 ft. e. of Broadway, 27x98	26,000
28th-st., n. s., 284 ft. e. of 9th-av., 91x98.9	44,000
73d-st., n. s., 398 ft. e. of Avenue A, 25x102.2	2,325
6th-av., e. s., 44.5 ft. w. of 38th-st., 16.6x100	30,000
9th-av., e. s., 41 ft. w. of 23d-st., 19x65	25,000
9th-av., e. s., 60 ft. w. of 23d-st., 20x65	30,000
9th-av., e. s., 22 ft. w. of 23d-st., 19x65	29,500
10th-av., s. e. corner of 150th-st., 99.11x325	50,000

COUNTRY REAL ESTATE.

"ON THE BEACH AT LONG BRANCH."

WE HAVE SOME ELEGANT VILLA PLOTS FOR SALE ON EASY TERMS.

ALSO,

COTTAGES ON OCEAN-AV. AND ADJACENT.

WE OFFER SEVERAL FINE PLOTS SUITABLE FOR FIRST-CLASS HOTELS.

A HOTEL FOR SALE.

S. C. CLARKE & CO., Real Estate Agents, No. 11 Helmbold Block, Long Branch.

FOR SALE—ALTONWOOD.

The splendid estate known as ALTONWOOD, within one mile and a half of MAMARONECK STATION.

This place consists of about 24 acres, with splendid mansion, heated by Baker, Smith & Co.'s steam heater, and replete with all the conveniences and elegancies of a FIFTH-AVENUE HOUSE.

The grounds are laid out in the most perfect manner, with greenhouse, grapery, &c., the choicest variety of fruits in abundance. The views, which are beautiful, extend for miles in either direction.

Any gentleman desirous of securing a house which cannot fail to prove a highly remunerative investment at the price this place is offered at wishing for further information can apply to HUGH N. CAMP, No. 106 Broadway.

DELIGHTFUL SUBURBAN HOME ON EASY Terms; 10 per cent. cash, 30 per cent. by installments, 60 per cent. on long time mortgage.—In consequence of reverses, a handsome cottage house and grounds, only forty minutes from Liberty-st., by frequent express-trains till midnight; comfortable travel, (Summer and Winter,) at about stage fares; worth $13,500; WILL BE SACRIFICED FOR MUCH LESS; grounds laid out in garden, lawn, fruit and shade trees, berries, &c.; house has every convenience; paved streets, and depot close by; can have stable, tools, carpets, and part furniture. Apply at the West Elizabeth Depot, (New-Jersey Central Railroad,) or to the owner, Box No. 184, Elizabeth, N. J.

FOR SALE—CLIFFSIDE, ON THE HUDSON, twenty-eight miles from New-York; one of the most desirable places on the river; superb mountain and river views; perfectly healthy, no chills and fever; pure water; modern house, ten rooms, besides bath-room, closets, &c.; gardener's cottage and large barn; twenty acres of land and lawn, pasturage and garden. For photographs and other particulars, apply to HOMER MORGAN, No. 2 Pine-st.

FOR SALE—AT FISHKILL, ON HUDSON, A PLOT of about seventy acres, known as "Spook Field;" one mile north of Fishkill Station, with large river frontage; has several fine building sites; the views all being beautiful; it is in all respects a most desirable situation for a residence. Apply to BENJAMIN RICHARDS, Jr., No. 8 Pine-st.

FOR SALE AT ENGLEWOOD—TEN ACRES OF land on the ridge, one mile from depot, splendidly situated for residences, to be sold on easy terms at a great bargain; this will be found an unequaled investment. Inquire of CHANDLER & SMITH, Attorneys, No. 56 Wall-st.

ORANGE, N. J.—COUNTRY HOUSES, LANDS, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

PLAINFIELD, N. J.—FIRST-CLASS HOUSE FOR sale, on very easy terms; or to rent. Inquire of C. POTTER, Jr., & CO., Nos. 12 and 14 Spruce-st., New-York.

EXECUTOR'S SALE OF THE FINEST GRAIN and grass farm in Passaic Valley, on New-Jersey West Line Railroad, containing 116 acres, within thirty miles of this City. For description, terms, and trains inquire of JACQUES, No. 208 Broadway.

SHORE FRONT RESIDENCE FOR SALE—Eleven rooms, modern conveniences; fruit; shade; near depot; all trains; $9,000. Descriptive circular. J. W. ATWATER, Riverside Station, Conn.

REAL ESTATE AT AUCTION.

CHOICE BUILDING LOTS AT SCHILLER PARK,

Fifteen miles north of New-York, via Erie Railway,

AT PUBLIC AUCTION.

On WEDNESDAY, July 30, 1873, at 1:30 P. M.,

200 eligible building lots to be peremptorily sold to the highest bidder on easy terms.

An excursion train will leave foot of 23d-st. at 11:45 A. M., foot of Chambers-st 12 M., and Jersey City at 12:15 P. M. on day of sale, arriving at Lake View Station, three minutes' walk from the grounds, at 1 o'clock.

Luncheon on arrival of train.

Tickets for the excursion may be obtained on application to

RICHARD A. BANTA, Real Estate Broker, No. 1,243 Broadway.

Or S. J. GOODENOUGH, Real Estate Broker, No. 111 Broadway, (Trinity Building,) Room A.

E. A. LAWRENCE, Auctioneer.

PEREMPTORY SALE AT AUCTION OF 200 LOTS AND TWO DWELLING-HOUSES IN THE VILLAGE OF JAMAICA, LONG ISLAND, WEDNESDAY, JULY 30.

Jamaica is connected with Brooklyn and New-York by a line of horse-cars and by railroads. Forty trains daily. The property is situated on high grounds, near churches and schools, surrounded by elegant residences.

THE SALE WILL BE ABSOLUTE AND WITHOUT RESERVE.

A special train will leave Hunter's Point, Long Island Railroad Depot, at 11 o'clock sharp. For free excursion tickets, maps, and information apply to E. A. LAWRENCE & CO., Auctioneers, No. 39 Nassau-st., New-York.

JERE. JOHNSON, Jr., Auctioneer.

GREAT AUCTION SALE.

200 SPLENDID LOTS, Finely situated on Fort Field, YONKERS, on the premises, TUESDAY, Aug. 5, 1873.

Magnificent property, superb views of Hudson River, Long Island Sound, and church-steeples of New-York City. Special train from Grand Central Depot at 11 A. M. Collation under colossal tent. Harrison, the great improvisitore. Grafulla's famous Seventh Regiment Band. For free tickets, maps, &c., apply to JERE. JOHNSON, Jr., No. 21 Park-row, New-York.

FURNITURE.

WEEKLY AND MONTHLY INSTALLMENTS TAKEN FOR FURNITURE, CARPETS, BEDDING, &c., AT B. M. COWPERTHWAITE & CO.'S, Nos. 155 and 157 Chatham-st.

AN IMMENSE STOCK AND LOW PRICES.

Don't throw your money on goods only made to sell, but GET A GOOD ARTICLE, AND TAKE TIME TO PAY FOR IT.

A. KIMBEL & J. CABUS, FURNITURE MANUfacturers and Decorators, will remove from Nos. 928 and 930 Broadway, to their spacious ware-rooms, Nos. 7 and 9 East 20th-st., opposite Lord & Taylor's.

ZERO REFRIGERATOR, WITH WATER-cooler—the best meat, fruit, ice, and health preserver in the world. Refrigerators repaired. Send for book. ALEX. M. LESLEY, No. 224 West 23d-st.

HOUSES & ROOMS WANTED.

WANTED—A SMALL HOUSE IN NEW-YORK OR vicinity, for a small family of three adults and two children; rent must be reasonable. Address with location and terms M., Box No. 102 *Times* Office.

A SMALL ENGLISH-BASEMENT HOUSE wanted to hire, unfurnished, from 1st September; must be in good neighborhood, above 14th-st., between 5th and 9th avs.; house must be in good order and have all modern conveniences. Address, stating lowest rent to first-class tenant, L. A., No. 308 West 23d-st.

WANTED TO HIRE BY A SMALL FAMILY, A first-class furnished house from Sept. 1, 1873, to May 1, 1874; location between 28th and 42d sts., 4th to 6th avs. Address Box No. 3,707 Post-office, stating location, and terms per month.

HOUSE WANTED BELOW 42D-ST. OR NEAR Madison-square; state cash price and location; a smaller and lower-priced house will be given in part payment. Address Doctor, Box No. 160 *Times* Office.

FINANCIAL.

D. E. CULVER & CO., BANKERS AND DEALERS IN Stocks and Bonds FOR CASH.

P. O. Box No. 4,323. NO. 25 NASSAU-ST.

THE MIDLAND RAILWAY is an enterprise of NATIONAL importance, and the Stock and Bonds soon to be placed upon the principal Stock Exchanges, will be as freely dealt in as are those of the New-York Central, Erie, and Pennsylvania Central Railroad Companies, 588 miles of its railroad are now completed and in operation. Continuous trains are running from New-York to Oswego, and on the Western Extension, toward Buffalo, the company is running trains 85 miles; the remainder of the distance, 120 miles, to Buffalo, is in course of rapid construction, and it will be completed within one year. The New-York and Oswego Midland Railway will be one of the most profitable Trunk Lines running out of New-York.

$50,000,000.

We confidently believe that $50,000,000 will be made by the Stock and Bondholders in this road within a few years by the rise in the value of the property.

The selling value of the Stock and Bonds of the New-York Central and Hudson River Railroad is over	$108,000,000
The selling value of the Stock and Bonds of the Midland Railway Companies, including sufficient to complete single track to Buffalo, and double track east of Middletown, is	31,000,000
Length of New-York Central and Hudson River Railroad from New-York Central Depot to Buffalo	455 miles
Length of the Midland Railway, Jersey City to Buffalo, via Montclair	385 miles
Saving over the Central route	70 miles
Saving over the Erie route	38 miles

This difference of distance in favor of the Midland route must always enable it to compete with the other lines advantageously as to freight, and ought to give it a larger share of the passengers than any other line. The early completion of the Western Extension, from Scipio Centre to Buffalo, is insured by the subscriptions of capitalists to a syndicate formed to purchase $5,000,000 of bonds from the company. The syndicate has guaranteed to advance further means, if wanted, to complete this road. We offer for a short time, New-York and Oswego Midland Railroad Company's First Mortgage Seven Per Cent. Gold Bonds, Western Extension, at 87 1-2 and accrued interest in currency.

We are sole agents for selling JERSEY CITY AND ALBANY Railroad Company's 7 PER CENT. Gold Bonds at 90 and interest in currency. This road is now in operation from Jersey City to Tappantown, a distance of twenty-four miles. Nine miles further are graded, on which iron is being laid. The road will be completed to Haverstraw within a year. These bonds are only issued on COMPLETED ROAD.

A specialty will be made of the stock and bonds of the following companies: New-York and Oswego Midland Railway Company, New-Jersey Midland Railway Company, Montclair Railway Company, and Jersey City and Albany Railroad Company. We have now on hand a limited supply of these bonds.

All bonds and stocks known in this market will be bought and sold, for cash, on orders for investors or dealers. We solicit permanent correspondents and agents for the sale of these bonds.

D. E. CULVER & CO., Bankers, No. 25 Nassau-st., New-York.

TOLEDO, WABASH & WESTERN RAILROAD COMPANY'S 7 Per Cent. Mortgage Bonds.

PRINCIPAL AND INTEREST PAYABLE IN GOLD COIN.

Principal Due 1893. Interest Coupons Payable 1st February and 1st August, in City of New-York.

WE NOW OFFER THESE BONDS FOR SALE AT NINETY AND ACCRUED INTEREST IN CURRENCY.

Winslow, Lanier & Co., NO. 27 PINE-ST.

Perkins, Livingston & Post, NO. 31 NEW-ST.

GEORGE OPDYKE & CO., NO. 25 NASSAU-ST.,

OFFER FOR SALE AND CONFIDENTLY RECOMMEND

LAKE ONTARIO SHORE RAILROAD FIRST MORTGAGE Seven per cent. Gold Bonds.

ST. LOUIS AND SOUTH-EASTERN CONSOLIDATED Seven per cent. Gold Bonds.

ATCHISON, TOPEKA, AND SANTA FE FIRST MORTGAGE Seven per cent. Gold Bonds.

ATCHISON, TOPEKA, AND SANTA FE LAND-GRANT Seven per cent. Gold Bonds.

Desirable WESTERN COUNTY BONDS, yielding Ten per cent. Interest.

TOWN Seven per cent. BONDS, State of New-York.

SOUTH-SIDE RAILROAD OF LONG ISLAND 7 Per Cent. First Mortgage Bonds,

DUE 1892. COUPON AND REGISTERED.

The BOND is safe and profitable.

The ROAD is successful and increases daily in prosperity.

FOR SALE BY JACOB R. SHIPHERD & CO., Bankers, No. 24 Pine-st.

HATCH & FOOTE BANKERS, No. 12 Wall-st., New-York.

WE PAY FOR GOLD AT OUR COUNTER THE PRICE "BID" AT THE GOLD EXCHANGE, AND SELL IT AT THE PRICE AT WHICH IT IS "OFFERED," IN SUMS TO SUIT.

CITY OF PROVIDENCE, STATE OF RHODE ISLAND, FIVE PER CENT. WATER BONDS,

Coupon and Registered, SECURED BY SINKING FUND. Principal and interest payable in United States gold coin. Interest January and July; principal due 1900. Price 95 and accrued interest.

BLAKE BROS. & CO., No. 52 Wall-st.

AGENCY OF ST. LOUIS AND IRON MOUNTAIN R. R. CO., NO. 120 BROADWAY.

The company offers for sale $100,000 of its second mortgage bonds (principal and interest payable in gold) at 87½ and accrued interest. Apply to H. G. MARQUAND, Vice President.

LOST.—THE FOLLOWING CERTIFICATES OF PHILADELPHIA AND READING RAILROAD COMPANY STOCK, Nos. 15,114, 13,571; 100 shares each, in the name of Ascan Backus. The public are cautioned against negotiating the same, as transfer has been stopped, and new certificates applied for. NEW-YORK, July 28, 1873.

HELP WANTED.

WANTED AGENTS.—WORTHY THE SPECIAL notice of old and experienced canvassers. Those celebrated steel line engravings, viz: "Cole's Voyage of Life," four beautiful pictures, representing Childhood, Youth, Manhood, and Old Age; now offered by canvassers for the first time. Price reduced to suit the masses; nothing like it ever offered to the American public; extraordinary terms and inducements; full particulars free. Address B. B. RUSSELL, Publisher, No. 55 Cornhill, Boston.

WANTED—AN ENTRY CLERK IN A BOOT AND shoe house; must be quick at figures and write a good hand. Address with references in handwriting of applicant, Box No. 2,056 Post-office.

CLERK WANTED IN A RETAIL BOOK-STORE. Apply with full particulars, LONGWORTH, Post-office.

WANTED—A BOY IN AN IRON COMMISSION House; one residing with his parents in Brooklyn preferred; salary, $150 to $175. Address IRON, Box No. 341 Post-office, New-York.

WANTED—A GIRL TO DO GENERAL HOUSE-work; a German or Swede preferred. Apply at No. 31 West 127th-st.

FINANCIAL.

CITY OF ROCHESTER 7 PER CENT. BONDS.

BY VIRTUE OF AN ACT OF LEGISLATURE PASSED APRIL 27, 1872, ENTITLED "AN ACT TO SUPPLY THE CITY OF ROCHESTER WITH PURE AND WHOLESOME WATER," THE SAID CITY IS AUTHORIZED TO BORROW AN AMOUNT NOT EXCEEDING THREE MILLIONS OF DOLLARS, AND TO ISSUE BONDS THEREFOR, AND PLEDGE THE CREDIT OF THE CITY FOR THE PAYMENT OF THE SAME WITH INTEREST.

A. C. Wilder, Mayor, City of Rochester. Roswell Hart, President, Board Water Commissioners.

We offer the above bonds for Sale at PAR and interest from July 1, and unqualifiedly recommend them as a FIRST-CLASS investment. They have THIRTY YEARS to run, with interest payable January and July, a the office of the Transfer Agency, the Union Trust Company of New-York, and are issued in COUPON or REGISTERED FORM.

ROBINSON, CHASE & CO. Bankers, No. 18 Broad-st.

HUDSON CO., NEW JERSEY, 20 YEARS' 7 Per Ct. Improvement Bonds.

INTEREST PAYABLE JANUARY AND JULY 1, AT THE FIRST NATIONAL BANK, JERSEY CITY.

PROPOSALS FOR $2,000,000.

Sealed proposals for any part of the above will be received by the undersigned authorized agents until Aug. 5, 1873, at 2 o'clock P. M., bids to be made with accrued interest. The Director of the Board of Chosen Freeholders and the County Collector reserve the right to reject all bids not deemed for the interest of the county.

They are authorized by virtue of an act of the Legislature approved April 4, 1873, entitled an act to provide for opening and maintaining an avenue in Hudson County. The county is authorized to borrow $2,000,000, issue bonds therefor, and pledge the credit of the county for payment of the principal and interest.

The county has a population of nearly 150,000, an assessed valuation of $100,000,000, and a market value of over $200,000,000. It includes the rapidly growing cities of Jersey City and Hoboken, and the whole western water-front of New-York Harbor.

The bonded and floating debt of the county is one million two hundred thousand dollars, ($1,200,000.)

We confidently recommend them as a very desirable security for insurance companies, savings banks, trust funds, and all classes of investors.

TURNER BROTHERS, Bankers, No. 14 Nassau-st.

VERMILYE & CO. BANKERS, 16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.

FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.

BUY AND SELL ON COMMISSION RAILWAY STOCKS, BONDS, AND GOLD, MAKING LIBERAL ADVANCES.

INTEREST ON DEPOSITS.

Geo. Opdyke & Co., BANKERS, No. 25 Nassau-st., New-York.

ACCOUNTS OF BANKS, BANKERS, CORPORATIONS, FIRMS, AND INDIVIDUALS SOLICITED.

DEPOSITORS ENJOY THE SAME ADVANTAGES AS WITH INCORPORATED BANKS—FOUR PER CENT. ON DAILY BALANCES, CREDITED MONTHLY.

COLLECTIONS MADE AT LOWEST RATES.

INVESTMENT SECURITIES A SPECIALTY.

Central Railroad Company of New-Jersey. CONVERTIBLE BONDS DUE 1902.

For sale at par and accrued interest. Apply to SAMUEL KNOX, Treasurer, No. 119 Liberty-st.

FIRST MORTGAGE 8 PER CENT. BONDS OF THE MILWAUKEE AND NORTHERN RAILWAY, ☞ NOW COMPLETED AND FULLY EQUIPPED. COUPON AND REGISTERED; INTEREST JUNE AND DECEMBER.

We offer these bonds for sale at 90 and accrued interest, believing them to be a secure, as well as a profitable investment. Full particulars furnished on application.

VERMILYE & CO., Nos. 16 and 18 Nassau-st.
GREENLEAF, NORRIS & CO., No. 66 Exchange-place.

WOOD & DAVIS Bankers, AND DEALERS IN RAILROAD BONDS,

Keep on hand a variety of choice Bonds to supply investors; execute orders for Government Securities, Gold, and Railroad Stocks; pay interest on deposits according to the nature of the account. No. 31 Pine-st.

C. D. WOOD. SAM'L D. DAVIS.

AUSTIN BALDWIN & CO., BANKERS, NO. 74 BROADWAY.

European Travelers' Letters of Credit. Exchange on City Bank, London, and the principal Cities of Europe.

PARIS AND DECATUR RAILROAD COMPANY.

PRESIDENT'S OFFICE, PARIS, Ill., July 22, 1873.

In accordance with the terms of the trust deed made by this Company to the Union Trust Company, providing for a cumulative sinking fund, the following bonds have been drawn by lot by said Union Trust Company for redemption at par in gold, and may be presented upon the 6th day of August next, at the office of the said Union Trust Company in New-York, or at the office of Messrs. Grant Brothers & Co., Bankers, London; and notice is hereby given that upon that date, by the terms of said trust deed, these bonds will cease to draw interest: 1,352, 912, 357, 1,802, 2,137, 412, 81, 1,192, 2,218, 1,544, 582, 369, 1,324, 1,459, 2,323, 243, 2,059, 779, 2,378, 2,263, 1,328, 1,774, 483, 1,644, 573, 1,981, 1,006, 2,300, 158, 1,097, 1,768, 725, 101, 216, 2,067, 2,106, 829, 1,496, 467, 1,296, 2,337, 1,361, 2,133, 2,351, 1,383, 188, 2,262, 206, 261, 245, 2,167, 5.

ROBERT G. HERVEY, President.

PROPOSALS FOR $500,000. ASSESSMENT FUND STOCK OF THE COUNTY OF NEW-YORK.

Sealed proposals will be received at the Controller's office until WEDNESDAY, July 30, 1873, at 2 o'clock P. M., for Assessment Fund stock of the County of New-York $500,000

For full information see *City Record*.

ANDREW H. GREEN, Controller.

City of New-York, Department of Finance, Controller's Office, July 17, 1873.

JOHN MUNROE & CO., BANKERS, NO. 8 WALL-ST., NEW-YORK, ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

BROWN BROTHERS & CO., NO. 59 WALL-ST., ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

PROPOSALS FOR $500,000 ASSESSMENT FUND STOCK.

SEALED PROPOSALS will be received at the Controller's office until WEDNESDAY, July 30, 1873, at 2 o'clock P. M., for the whole or any part of the sum of FIVE HUNDRED THOUSAND DOLLARS OF ASSESSMENT FUND STOCK OF THE COUNTY OF NEW YORK, authorized by chapter 565, section 7, laws of 1865.

By order of ANDREW H. GREEN, Controller.

For particulars see the *City Record*.

MONTGOMERY AND EUFAULA RAILROAD.

Holders of the Mortgage Bonds of this Railroad are requested to call at the office of GEORGE OPDYKE & CO., No. 25 Nassau-st., before Aug. 1, to arrange for a lease of the Railroad to protect their interests.

OFFICE CLEVELAND AND MAHONING VALLEY RAILWAY COMPANY, CLEVELAND, Ohio, June 25, 1873.

THE ANNUAL MEETING OF THE STOCKholders of the Cleveland and Mahoning Valley Railway Company, for the election of directors for the ensuing year, and for the transaction of such other business as may come before said meeting, will be held at the office of the Company, in the City of Cleveland, between the hours of 10 A. M. and 4 P. M., on WEDNESDAY, the 6th day of August, 1873. The transfer-books of stock will be closed for ten days previous to and including said day. DANIEL J. DAY, Secretary.

INSURANCE SCRIP.—ATLANTIC, COMMERCIAL AND UNION SCRIP, wanted by WM. C. GILMAN, No. 46 Pine-st.

SAVINGS BANKS.

GERMAN UP-TOWN SAVINGS BANK, Nos. 906 and 908 3d-av., corner of 55th-st. MONEY DEPOSITED NOW will draw interest from the 1st of August, at the rate of SIX PER CENT. per annum, on all sums from $1 to $5,000. Bank open daily from 10 A. M. to 3 P. M., and on MONDAYS, WEDNESDAYS, and SATURDAYS also, from 6 to 8 in the evening. CHRISTIAN SCHWARTZ, President. CHAS. SCHAFFNER, Secretary and Treasurer.

DEPOSIT TO-DAY. THE FREEDMAN'S SAVINGS AND TRUST COMPANY, Chartered by the United States. No. 185 Bleecker-st., New-York. ASSETS..........OVER $4,000,000. J. W. ALVORD, President. G. W. STICKNEY, Actuary. A. M. SPERRY, General Inspector. SAM L. HARRIS, Manager. ☞ Send for circular. JOHN J. ZUILLE, Cashier.

NORTH RIVER SAVINGS BANK, Corner 8th-av. and West 34th-st. INTEREST COMMENCES the FIRST day of each month. SIX PER CENT. INTEREST PAID. BANK open daily from 10 A. M. to 3 P. M.; also on MONDAY, WEDNESDAY, and SATURDAY EVENINGS from 6 to 8 o'clock. JOHN HOOPER, President. JAMES O. BENNETT, Secretary.

NEW-YORK SAVINGS BANK, 8TH-AV., CORner 14th-st.—Interest Six per Cent., commencing from the 1st of each month. Assets, $3,184,632 45; Surplus, $261,919 14. R. H. BULL, President. C. W. BRINCKERHOFF, Secretary.

MUSICAL.

500 PIANOS AND ORGANS, New and Second hand, of FIRST-CLASS MAKERS, will be sold at LOWER PRICES for cash or on INSTALLMENTS, or for rent in CITY or COUNTRY, by HORACE WATERS & SON, NO. 481 BROADWAY, THAN EVER BEFORE OFFERED IN NEW-YORK. AGENTS WANTED. GREAT INDUCEMENTS TO THE TRADE.

UPRIGHT PIANOS. A LARGE AND SUPERIOR ASSORTMENT FOR SALE OR RENT, AT OUVRIER & SONS, MANUFACTURERS, No. 27 West 13th-st., Between 5th and 6th avs.

A LARGE STOCK OF PIANOS, SQUARE AND UPRIGHT, to rent or sell cheap; rent allowed on purchases. Call at M. M. MERRELL'S, No. 8 Union-square, (No. 165 4th-av.)

$125.—A BEAUTIFUL IRON-FRAME piano-forte and stool, to pay storage and expenses; modern improvements; fully guaranteed. GOLDSMITH'S, No. 26 Bleecker-st., near Bowery.

J. P. HALE IS MAKING 10,000 PIANOS for the trade cheaper and better than small makers can buy the stock. 35th-st. and 10th-av.

BUSINESS CHANCES.

A GENTLEMAN OF HIGHEST RESPECTAbility and position, desires a party with $10,000 to join him in the manufacture, in this City, under patents for all the States, of an article of universal use; business lucrative and unattended with the usual risks; a desirable opportunity. Address MANUFACTURE, Station H, Post-office.

A RARE CHANCE FOR A MAN WITH A few thousand dollars to buy a valuable patent; or will sell State rights low for cash; 150 per cent. can be made. Principals only can address or apply J. P. BENJAMIN, No. 81 Warren-st.

A CAPABLE MAN OF MODERATE MEANS MAY find an excellent opportunity to engage in business by calling on or addressing with real name J. CHACE, No. 79 Cedar-st., Room 5, from 12 to 1 o'clock.

FOR SALE—LEASE AND FIXTURES OF A FIRST-class grocery-store, situated on 9th-av.; marble counters, &c. Inquire of J. R. JACOBS, No. 21 Warren-st., New-York.

LEGAL NOTICES.

AT A SPECIAL TERM OF THE SUPREME Court held at Chambers thereof, in the Court-house, in the City of New-York, on the 17th day of March, 1873, present Hon. Enoch L. Fancher, Justice.—MICHAEL J. LOWE against THE WASHINGTON FIRE INSURANCE COMPANY.—On reading and filing the petition of George B. Satterlee, Receiver of the Washington Fire Insurance Company, defendant in the above-entitled action, and it appearing to this Court to be necessary and proper that the prayer thereof be granted, now, on motion of Wm. H. Willis, Jr., attorney for said receiver, it is hereby ordered and decreed that the said receiver have leave, and he is hereby authorized and directed, to pay a dividend of fifty cents on the dollar of the debts of said The Washington Fire Insurance Company, which have been ascertained, to those persons who have exhibited their claims as creditors of said Company, as prescribed in and by original section 79, article 3, chapter 8, title 4, Part III. of the Revised Statutes. And it is further ordered and decreed that a notice be published in the manner hereinafter directed, requiring all the creditors of said The Washington Fire Insurance Company to exhibit their claims and become parties to the above-entitled suit within six months from the first publication of this order. And in default thereof, that they be precluded from all benefit of the judgment and decree which shall be made therein, and from any distribution which shall be made under such judgment or decree. And it is further ordered that such notice and a copy of this order be published once a week for six months in the *Daily Register* and *The New-York Times*, two newspapers published in the City of New-York. And it is further ordered that John C. Gray, Esq., a counselor of this Court, be and he hereby is appointed a referee for the purposes of this order. That such publication be made under his direction, and that all such claims be exhibited to said referee. That said referee do hear and determine all such claims as may be contested, and that said referee may report to this Court from time to time upon any or all matters referred to him. And that said receiver be at liberty to apply to this Court for such further directions from time to time as may be proper.

Notice to Creditors of the Washington Fire Insurance Company.—To all whom it may concern: New-York Supreme Court—Michael J. Lowe against The Washington Fire Insurance Company.

Notice is hereby given that an order, of which the foregoing is a copy, has been duly made in the above-entitled action, and that all creditors of said Company are required to exhibit their claims to the undersigned, at his office, No. 9 Nassau-street, in the City of New-York, and to comply with the terms of said order on or before the 25th day of September, 1873.—Dated New-York, March 24, 1873.

mh25-1aw6mTu JOHN C. GRAY, Referee.

COUNTY COURT—COUNTY OF KINGS.—SARAH T. CORTELYOU, Catherine L. Williamson, Sarah T. Bergen, Anna C. Onderdonk, and Nicholas Cooper against WILLIAM W. WICKES, Jacob Pecare, Isaac Bernstein, and Louisa, his wife, Henry Goldsmith, and Pauline, his wife, Moritz Cohn, and Ernestine, his wife, Henry M. Silverman, and Ernestine, his wife, Michael McLaughlin, and ——, his wife, Selim Marks, and ——, his wife, Joel E. Goudsmit, Antonio Gonzales, Felix Garcia, Charles A. Mushlit, William Ferris, Jacob Fuchs, John N. Heubner, Josiah T. Marean, John McElroy, Jacob Harris, Jeremiah Farhart, Elias P. Needham, Joseph Etzel, Albert Etzel, Peter Lydecker, Frederick Schmidt, Charles H. Ditson, Oliver Ditson, John C. Haynes, Moses Y. Ebbitt, Henry Oakley.—Suit No. 1.—To the defendant, Joel E. Goudsmit: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the County of Kings, at the County Court-house in the City of Brooklyn, New-York, and to serve a copy of your answer to said complaint on the subscriber, at his office, No. 44 Court-street, Brooklyn, New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will apply to the court for the relief demanded in the complaint.—Dated Brooklyn, June 4, 1873. H. B. HUBBARD, Plaintiffs' Attorney.

N. B.—The complaint in this action was filed in the office of the Clerk of the County of Kings, on the 4th day of June, 1873. H. B. HUBBARD, Plaintiffs' Attorney.

jy22-1aw6wTu*

COUNTY COURT—COUNTY OF KINGS.—SARAH T. CORTELYOU, Catharine L. Williamson, Sarah T. Bergen, Anna C. Onderdonk, and Nicholas Cooper against WILLIAM W. WICKES, Jacob Pecare, Isaac Bernstein, and Louisa, his wife; Henry Goldsmith, and Pauline, his wife; Moritz Cohn, and Ernestine, his wife; Henry M. Silverman, and Ernestine, his wife; Michael McLaughlin, and ——; his wife; Selim Marks, and ——, his wife; Joel E. Goudsmit, Antonio Gonzales, Felix Garcia, Charles A. Mushlit, William Ferris, Jacob Fuchs, John N. Heubner, Josiah T. Marean, John McElroy, Jacob Harris, Jeremiah Farhart, Elias P. Needham, Joseph Etzel, Albert Etzel, Peter Lydecker, Frederick Schmidt, Charles H. Ditson, Oliver Ditson, John C. Haynes, Moses Y. Ebbitt, Henry Oakley.—Suit No. 2.—To the defendant, Joel E. Goudsmit: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the County of Kings, at the County Court-house, in the City of Brooklyn, and to serve a copy of your answer to said complaint on the subscriber, at his office No. 44 Court-street, Brooklyn, N. Y., within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the court for the relief demanded in the complaint.—Dated June 4, 1873.

H. B. HUBBARD, Plaintiffs' Attorney.

N. B.—The complaint in this action was filed in the office of the Clerk of the County of Kings, on the 4th day of June, 1873. H. B. HUBBARD, Plaintiffs' Attorney.

jy22-1aw6wTu*

IN THE COURT OF COMMON PLEAS IN and for the City and County of New-York.—FREDERICK HARTUNG, plaintiff, against AMELIA ADAMSON, John Friedrich, John Anderson, John Fowler, Bernard Brady, Charles Jessup, Louis Marber, Adolph Simis, William H. May, Mr. Woernberg, Mr. Smith, defendants.—To the defendants and each of them: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the Court of Common Pleas in and for the City and County of New-York, at the new Court-house, in the City of New-York, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 23 Chambers-street, New-York City, within twenty days after the service of this summons on you, exclusive of the day of such service, and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated New-York, June 10, 1873. J. H. CORNELL, Plaintiff's Attorney.

The summons and complaint in this action was duly filed in the office of the Clerk of the Court of Common Pleas in and for the City and County of New-York, on the 13th day of June, 1873.

J. H. CORNELL, Plaintiff's Attorney,
jy29-1aw6wTu* No. 23 Chambers-st., New-York.

NEW-YORK SUPREME COURT.—GRIFFITH ROWE, plaintiff, against THOMAS L. SANFORD and DELIA A. SANFORD, his wife, Samuel Cochran, John Reilly, Zephaniah Ayres, James McCandless, John McDonald, Patrick Vesey, Thomas Hagan, Lewis Lehman, James H. Havens, James H. Havens, Jr., and H. Clark, defendants.—Summons for relief.—(Com. not served.)—To the defendants: You are hereby summoned and required to answer the complaint in this action, which was filed in the office of the Clerk of the City and County of New-York, at the new Court-house in said City, on the 2d day of June, 1873, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 291 Broadway, in said City, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated New-York, June 5, 1873.

J. H. & B. F. WATSON, Plaintiff's Attorneys.

jy8-1aw6wTu*

MARBLE MANTELS.

STEWART'S SLATE MANTELS, MARBLE AND Wood Mantels. Rich and elegant designs at the lowest prices. 220 and 222 West 23d-st., bet. 7th and 8th avs

DIVIDENDS.

DIVIDEND NOTICE.

OFFICE DELAWARE AND HUDSON CANAL COMPANY, NEW-YORK, July 12, 1873.

The Board of Managers of this Company has declared a dividend of FIVE PER CENT. upon the amount of its capital stock, now represented by outstanding certificates.

This dividend, TOGETHER WITH THE INTEREST due shareholders upon their PAID-UP INSTALLMENTS OF THE NEW STOCK, will be paid at the NATIONAL BANK OF COMMERCE, in New-York, on and after FRIDAY, 1st of August next.

The transfer-books will close this evening and remain closed until the morning of MONDAY, Aug. 4.

By order of the Board. JAMES C. HARTT, Treasurer.

MISSISSIPPI AND MISSOURI RAILROAD COMPANY.

In conformity with a decree of the United States Circuit Court for the District of Iowa, a dividend is now payable to the holders of assented stock of the above-named company, on presentation of the Union Trust Company's certificates held by them, at the office of RIGGS & CO., No. 56 Wall-st.

G. W. STANTON, JOHN ELLIOTT, B. WILSON, Committee.

BROADWAY INSURANCE COMPANY, NO. 158 BROADWAY, JULY 17, 1873.

CAPITAL..........$200,000
SURPLUS..........240,000

FORTY-FIFTH DIVIDEND.—The Board of Directors have declared a Semi-annual Dividend of Ten per cent., payable Aug. 1. JOHN WRAY, Secretary.

THIRTY-THIRD DIVIDEND.

OFFICE LENOX FIRE INSURANCE COMPANY, No. 158 BROADWAY, NEW-YORK, July 8, 1873.

A Semi-annual Dividend of Five per Cent. has this day been declared, payable on demand. A. H. WALTON, Secretary.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY, CLEVELAND, Ohio, July 24, 1873.

A SEMI-ANNUAL DIVIDEND OF THREE and a half per cent. has been declared by this company, payable on and after Aug. 15, next.

Stockholders registered at New-York will be paid at the office of the United States Trust Company of New-York, No. 49 Wall-st.

The transfer-books will be closed at the close of business on Aug. 2, and reopened on MONDAY, Aug. 18. GEO. H. RUSSELL, Treasurer.

CLEVELAND AND PITTSBURG RAILROAD COMPANY, OFFICE OF THE SECRETARY, CLEVELAND, July 24, 1873.

NOTICE IS HEREBY GIVEN, THAT THE Second Mortgage Bonds of this Company, which mature Sept. 1 proximo, will be paid on and after this date upon presentation at the office of the Farmers' Loan and Trust Company, in New-York, with adjustment of interest for unexpired time. G. A. INGERSOLL, Secretary.

OFFICE OF THE UNITED STATES EXPRESS COMPANY, No. 82 BROADWAY, NEW-YORK, July 17, 1873.

THE DIRECTORS OF THE UNITED STATES EXPRESS COMPANY have declared a Quarterly Dividend of $2 per share, payable at the Union Trust Company, of New-York on and after Aug. 1, prox.

The transfer-books will close at 2 o'clock P. M. on Wednesday, the 23d inst., and remain closed until Monday, Aug. 4. GEORGE G. FARNHAM, Treasurer.

OFFICE OF THE FARMERS' LOAN AND TRUST COMPANY, No. 26 EXCHANGE-PLACE, CORNER WILLIAM-ST., NEW-YORK, July 24, 1873.

THE USUAL QUARTERLY DIVIDEND OF THREE PER CENT. on the capital stock of this company has been declared payable on 1st of August next.

The transfer-books are closed till that date. GEO. P. FITCH, Secretary.

THE COUPONS OF THE NEW-JERSEY MIDLAND RAILWAY FIRST MORTGAGE SEVEN PER CENT. GOLD BONDS, due Aug. 1, 1873, will be paid on and after that date, free of Government tax, on presentation at the banking-house of GEORGE OPDYKE & CO., No. 25 Nassau-st., New-York. The transfer-books of the registered bonds will close on the 25th inst. and reopen Aug. 1.

NEW-YORK, July 24, 1873. H. R. LOW, Treasurer.

OFFICE OF THE LOGANSPORT, CRAWFORDSVILLE, AND SOUTH-WESTERN RAILWAY COMPANY, TERRE HAUTE, Ind., July 12, 1873.

THE QUARTERLY GOLD COUPONS DUE Aug. 1, 1873, of the First Mortgage Eight per Cent. Gold Bonds of this company will be paid on and after that day, at the office of JONES & SCHUYLER, Financial Agents, No. 12 Pine-st., New-York. I. C. ELSTON, Treasurer.

THE GERMAN-AMERICAN BANK, NEW-YORK, July 18, 1873.

A SEMI-ANNUAL DIVIDEND OF FOUR (4) PER CENT., free of tax, will be paid to stockholders on and after Aug. 1.

The transfer-book will remain closed from 23d inst. to Aug. 1, inclusive.

By order of the Board. O. H. SCHREINER, Cashier.

OFFICE OF THE DRY-DOCK, EAST BROADWAY AND BATTERY RAILROAD COMPANY, No. 605 GRAND-ST., NEW-YORK, July 22, 1873.

A QUARTERLY DIVIDEND OF TWO DOLlars per share has been declared payable on and after Aug. 1, 1873. Transfer-books will be closed from July 22 to Aug. 1, inclusive.

By order of the Board of Directors. RICHARD KELLY, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW-YORK, June 23, 1873.

A DIVIDEND OF FIVE PER CENT. HAS been declared by this Company, payable on the 1st day of August next, to the holders of full-paid shares registered at the close of the 15th day of July next, after which and until the 5th day of August the transfer-books will be closed. L. V. F. RANDOLPH, Assistant Treasurer.

TREASURER'S OFFICE OF THE SYRACUSE AND CHENANGO RAILROAD COMPANY, FAYETTEVILLE, N. Y., July 22, 1873.

THE COUPONS OF THE SYRACUSE AND CHENANGO Valley Railroad Company, due Aug. 1, 1873, will be paid on and after that date, at the First National Bank, New-York. HIRAM EATON, Treasurer.

OFFICE OF THE METROPOLITAN INSURANCE COMPANY, No. 108 BROADWAY, NEW-YORK, July 22, 1873.

THE BOARD OF DIRECTORS HAVE THIS day declared a Dividend of Four per Cent. on the Capital Stock of this Company, payable on and after the 24th instant. SAMUEL J. YOUNG, Secretary.

CORN EXCHANGE BANK, NEW-YORK, July 23, 1873.

A HALF-YEARLY DIVIDEND OF FIVE (5) per Cent. will be paid at the banking-house, on and after the 1st of August next. The transfer-books will be closed from the 23d inst. to the 1st proximo.

By order WM. A. NASH, Cashier.

PETER COOPER FIRE INSURANCE COMPANY, 3D-AV., COR. 9TH-ST., (BIBLE HOUSE.)

THIRTY-SEVENTH DIVIDEND.—A DIVIdend of Ten per Cent. will be paid on and after Aug. 1. Surplus over capital, July 1, 1873, $210,000; good business solicited. NATHAN C. ELY, President.

WM. H. RIBLET, Secretary.

INTERNATIONAL AND GREAT NORTH-ERN RAILROAD COMPANY OF TEXAS.—No. 52 Wall-st.—The coupons due 1st August, 1873, on Eight per Cent. Convertible Bonds of these companies will be paid at National City Bank. THOS. W. PEARSALL, Treasurer.

OFFICE OF THE ST. NICHOLAS INSURANCE COMPANY, No. 166 BROADWAY, NEW-YORK, July 24, 1873.

THE USUAL SEMI-ANNUAL DIVIDEND OF Five per Cent. has been declared, payable Aug. 1, 1873. J. DU BOIS, Secretary.

PACIFIC BANK, NEW-YORK, July 21, 1873.

THE BOARD OF DIRECTORS HAVE DEclared a Quarterly Dividend of Three per Cent., payable on and after the 1st day of August. R. BUCK, Cashier.

THE PEORIA AND ROCK ISLAND FIRST Mortgage Interest Coupons, due Aug. 1, will be paid at the banking-house of TURNER BROTHERS, No. 14 Nassau-st., on and after that date. WM. R. HAMILTON, President.

THE MIDLAND PACIFIC RAILWAY FIRST Mortgage Interest Coupons, due Aug. 1, will be paid on and after that date at the banking-house of TURNER BROTHERS, No. 14 Nassau-st. B. E. SMITH, President.

THE COUPONS OF THE CITY OF PEORIA, Ill., due Aug. 1, 1873, will be paid at our office on and after that date. CLARK, DODGE & CO., No. 51 Wall-st.

SITUATIONS WANTED.

FEMALES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES At the "Times" Up-Town Office, No. 54½ West 32d-st., junction Broadway and 6th-av. And the "Times" West-Side Office, No. 308 West 23d-st., corner of 8th-av. NO EXTRA CHARGE WHATEVER.

ALL PARTIES WANTING HELP, AND ALL help wanting situations, call immediately at BOOKHAM'S, No. 335 4th-av.; professed and all other cooks, ladies' maids, seamstresses, waitresses, nurses, house-workers, and those lately landed, of all nations.

ATTENTION, LADIES!—FOR FIRST-CLASS help, of all nationalities, any capacity, City or country, apply immediately at WALKER'S, No. 138 6th-av., over drug-store.

AT PELTON & CO.'S, NO. 645 6TH-AV., competent and reliable servants, both Protestant and Catholic, suitable for hotels, boarding and Summer houses.

A NUMBER OF GERMAN SERVANTS FOR all capacities, capable and trustworthy, constantly found at Nos. 316 and 318 Bowery, entrance on Bleecker-st. MRS. LOWE.

A.—JACQUIN'S FRENCH, GERMAN, AND ENGlish Bureau, No. 621 6th-av., between 36th and 37th sts., up-stairs; employers can find capable servants of above nations for any capacities; City or country.

CHAMBER-MAID AND LAUNDRESS.—BY A respectable, neat, and tidy girl, in a private family; has unexceptionable references as to character and ability; understands fluting in all its branches; no objection to the country; is willing and obliging. Can be seen at No. 138 6th-av., over drug-store.

CHAMBER-MAID AND WAITRESS.—BY A respectable young Protestant girl in a private family; has excellent references; is willing and obliging; understands her work thoroughly; no objection to the country; can take full charge of a dining-room. Can be seen at Walker's, No. 138 6th-av., over drug-store.

CHAMBER-MAID OR NURSE.—BY A VERY neat young girl lately landed; is very fond and careful of children; has no objection to do anything required in a family; wishes a good home, and will go for very reasonable wages. Call at No. 138 West 11th-st., corner 6th-av.

CHAMBER-MAID AND SEAMSTRESS.—BY A neat, tidy American girl; is a good plain sewer; can operate on sewing-machine, and is willing to be generally useful, or will care for children; good recommendations. Can be seen at No. 138 West 11th-st., corner 6th-av.

CHAMBER-MAID, &c.—BY A RESPECTABLE young girl, to do chamber-work and take care of a child, or as chamber-maid and waitress; best reference. Call at No. 252 West 18th-st., near 8th-av.

COOK, WASHER, AND IRONER.—BY A competent and thorough Protestant young woman in a private family; has unexceptionable references; is a good cook and thorough laundress; understands her work thoroughly; is willing and obliging; no objection to the country. Can be seen at No. 138 6th-av., over drug-store.

COOK.—BY A PROTESTANT WOMAN AS FIRST-class cook; understands all kinds of cooking and baking in a good family; City or country; best City references. Call at No. 152 West 28th-st.

DRY GOODS. DRY GOODS.

EXTRAORDINARY BARGAINS!

LAST WEEK.

We will offer during the LAST WEEK in JULY, in order to reduce our Stock, and make room for our EXTENSIVE FALL PURCHASES, ESPECIAL BARGAINS through our entire establishments, and call attention to the LIBERAL INDUCEMENTS OFFERED in

EVERY DEPARTMENT.

As the goods WILL be DISPOSED OF, no matter how GREAT THE SACRIFICE, purchasers should not fail to avail themselves of the OPPORTUNITIES HERE OFFERED, and fill their orders at prices so much BELOW the ACTUAL COST as to CREATE the GREATEST SURPRISE. An EXAMINATION and INVESTIGATION is all WE ASK.

LORD & TAYLOR,

BROADWAY AND 20TH-ST., GRAND-ST. AND CHRYSTIE.

SITUATIONS WANTED.

FEMALES.

COOK, WASHER AND IRONER—CHAMBER-maid and Waitress.—By two neat respectable young girls, who are willing to do the work of a family between them; one is an excellent cook, good washer and ironer; the chamber-maid thoroughly understands her work in every respect; is a first-class waitress; both have best recommendations, and are willing to go in the country. Can be seen at No. 138 West 11th-st., corner 6th-av.

COOK, WASHER, AND IRONER.—BY A Scotch woman thirty-three years of age; has been a servant for ten years in England and two in America; has best of reference; knows her business and keeps her place; wants to cook, wash, and iron in a private family; no objection to the country whatever. Apply at No. 106 6th-av., over the blue store.

COOK, WASHER, AND IRONER.—BY A TIDY young woman, who is competent in every respect; bakes excellent bread, biscuits, pastries, &c.; is a very excellent washer and ironer; will give best references; has no objection to the country. Call at No. 138 West 11th-st., corner 6th-av.

COOK, WASHER, AND IRONER.—BY A REspectable, neat, and competent woman, in a private family; is willing and obliging; has excellent references; is a good cook and thorough laundress; understands her work thoroughly. Can be seen at No. 138 6th-av., over drug-store.

COOK.—BY A RESPECTABLE WOMAN AS FIRST-class cook; can do all kinds French and English cooking, boning, larding, &c.; is a good pastry-cook and good baker; has unexceptionable City references; prefers country. Apply at A. Pelton's, No. 645 Sixth-av., near 38th-st.

COOK.—BY A SWEDISH PROTESTANT YOUNG woman, with unexceptionable City references; makes excellent bread, biscuit and desserts; will assist in the washing and ironing; no objection to the country. Apply at Odell's Agency, No. 109 West 34th-st., near Broadway.

COOK.—BY A SMART, CAPABLE GIRL, TO DO cooking, washing and ironing, or general house-work; will be found a neat, economical and reliable servant; a good cook and excellent washer and ironer; best of references given; City or country. Call at No. 111 Atlantic-st., Brooklyn.

COOK.—BY A GERMAN WOMAN, WHO UNDERstands thoroughly all kinds of French, English, and German cooking, desserts, ices, cake, jellies, boning and larding, &c.; the very best of reference for character and ability. Can be seen at Odell's Agency, No. 109 West 34th-st., near Broadway.

DOMESTIC HELP of all nationalities, including FRENCH AND GERMAN, constantly on hand at ODELL'S, No. 109 West 34th-st., near Broadway. ALL LANGUAGES SPOKEN. ESTABLISHED 1852.

COOK.—BY A CAPABLE WOMAN AS FIRST-CLASS cook; excels in bread and pastry; is careful, sober, and reliable; will go to a private family or a boarding-house; best City references; City or country. Call at No. 205 West 27th-st., near 7th-av.

COOK, WASHER AND IRONER.—BY A VERY respectable young woman; very good cook, baker, &c.; very best recommendations for honesty, sobriety, capability; very neat and obliging; country or City. Apply at No. 335 4th-av.

COOK.—BY A VERY SUPERIOR WOMAN AS FIRST-class cook; understands both French and English cooking, boning, and larding; has good references; no objections to the country. Apply at Bedell's, Nos. 340 and 342 4th-av.

COOK.—BY A FIRST-CLASS ENGLISH COOK; would go for moderate wages in the City; can give the very best references. Call at the French Bureau, No. 621 6th-av., between 36th and 37th sts., first floor.

COOK.—BY A FIRST-CLASS GERMAN COOK, where a kitchen-maid is kept; understands all kinds of French and American cooking, cold and hot; fancy dishes of all kinds. Seen at No. 405 5th-av.

COOK.—AS FIRST-CLASS COOK BY A PROTESTant woman; thoroughly understands all kinds of family cooking; satisfactory reference; country preferred. Call at No. 309 7th-av., near 28th-st.

COOK, WASHER, AND IRONER.—BY A respectable German girl, to cook, wash and iron; or to do general house-work. Call at No. 127 Norfolk-st., first floor, Room No. 1.

COOK.—BY A RESPECTABLE WOMAN, AS FIRST-class cook; understands both French and English cooking, boning, larding, &c.; has good references; no objections to the country. Apply at Bedell's, 340 4th-av.

COOK.—BY A PROTESTANT WOMAN AS FIRST-class cook in a private family; best City reference; no objection to the country. Call at 349 East 23d-st.

COOK.—BY A GERMAN GIRL AS COOK, WASHING, and ironing; good references given. Call at No. 279 Bowery, entrance in Houston-st.

COOK.—BY A RESPECTABLE WOMAN AS FIRST-rate cook; no objection to the country; best city reference. Apply at 202 West 19th-st., second floor.

GENERAL HOUSE-WORK.—BY A RESPECTAble, neat, and tidy young girl in a private family; is a good cook and thorough laundress; understands milk and butter; has good references; is willing and obliging; no objection to the country. Can be seen at No. 138 6th-av., over drug-store.

HOUSE-WORK.—BY A RESPECTABLE, NEAT, and tidy young woman in a private family; is a good cook and a thorough laundress; has excellent references; is willing and obliging, and understands her work thoroughly; no objection to the country. Can be seen at No. 138 6th-av., over drug-store.

HOUSE OR KITCHEN GIRL.—BY A VERY tidy young woman, who has best City reference; employer can be seen; is a very good washer and ironer; can do plain cooking, &c.; is willing to learn, or will do chamber-work, waiting, &c. Call at No. 138 West 11th-st., corner of 6th-av.

HOUSE-WORK.—BY A YOUNG PROTESTANT American girl; willing to make herself generally useful in a small American family. Inquire at No. 747 10th-av., Room No. 7.

HOUSE-WORK.—BY A RESPECTABLE GIRL, to do house-work in a private family; good plain cook, washer, and ironer; City references. Call at No. 103 East 37th-st.

HOUSE-WORK.—BY A GIRL LATELY LANDED. Apply at No. 174 East 3d-st., between Avenues A and B.

HOUSE-WORK.—BY A YOUNG GERMAN GIRL to do general house-work in a small American family. Inquire at No. 747 10th-av., room No. 10.

LADY'S MAID.—BY AN ENGLISH PROTESTANT lady's maid; is thorough in all her duties, including hair and dress-making and machine-work, with best of references. Can be seen at No. 405 5th-av.

LAUNDRESS, OR CHAMBER-MAID AND Laundress, or Fine Washing.—By an English Protestant young woman; very respectable; highly recommended; very good laundress; can do French fluting and all kinds of fine work; would prefer the country. Apply at Bookham's, No. 335 4th-av.

LAUNDRESS.—BY A COMPETENT LAUNDRESS; thoroughly understands her business in all its branches; fluting, puffing, doing up children's clothes and suits; is very well recommended; has no objection to the country. Call at No. 621 6th-av., between 36th and 37th sts., French and German Bureau, first floor.

LAUNDRESS.—BY A SWEDISH PROTESTANT young woman, who is capable of doing up all kinds of fineries, laces, French fluting, puffing, polishing, &c.; has the very best of City reference; no objection to the country. Can be seen at Odell's Agency, No. 109 West 34th-st., near Broadway.

LAUNDRESS.—BY A RESPECTABLE WOMAN AS first-class laundress; understands her business perfectly; is willing and obliging; has best City references; City or country. Apply at A. Pelton & Co.'s, No. 645 6th-av., near 38th-st.

LAUNDRESS.—BY A COMPETENT YOUNG WOMan, who understands her work in every branch; can flute, polish, puff, starch, &c.; will give best City reference, and has no objection to the country. Call at No. 138 West 11th-st., corner of 6th-av.

LAUNDRESS.—BY A RESPECTABLE WOMAN, AS first-class laundress in a private family; understands French fluting, doing up fine muslins, laces, &c.; has good City references. Apply at Bedell's, 340 4th-av.

LAUNDRESS.—AS FIRST-CLASS LAUNDRESS IN a private family; best City references; City or country. Call at No. 668 3d-av., between 47th and 48th sts., third floor.

LAUNDRESS.—A FIRST-CLASS LAUNDRESS SOlicits families' and gentlemen's washing to do at her house; reliable, prompt, and trustworthy. Mrs. Simms, No. 153 West 31st-st.

LAUNDRESS.—BY AN EXPERIENCED COLORED laundress to go out by the day washing, ironing, or house-cleaning. Call at No. 126 West 35th-st.

NURSE OR MAID.—BY A VERY TIDY YOUNG French woman; speaks English and German; is a good family seamstress; will go as invalid's nurse if desired; will take any position in a family where she can be useful; will give best New-York City reference. Call at No. 138 West 11th-st., corner 6th-av.

NURSE, OR NURSE AND CHAMBER-MAID, and Seamstress.—By a Scotch Protestant young woman, highly respectable, and recommended as experienced nurse for young or growing children; last lady says she is honest, sober, willing, obliging, careful, and faithful; country or City. Apply at No. 335 4th-av.

NURSE.—BY A RESPECTABLE PROTESTANT young woman as infant's nurse, or nurse to grown children; is thoroughly competent and well recommended, and no objections to the country. Apply at Bedells', Nos. 340 and 342 4th-av.

SITUATIONS WANTED.

FEMALES.

NURSE.—BY A FRENCH GIRL, WHO IS ACCUStomed to take care of children; can do all sorts of sewing and needle-work; can give the first lessons to children in French; speaks English. Can be seen at the French and German Bureau, No. 631 6th-av., first floor.

NURSE.—BY A HIGHLY RESPECTABLE GROWN child's nurse and plain sewer; she can furnish the best of references; does not object to light chamber-work; a country home preferred. Can be seen at No. 405 5th-av.

NURSE.—BY A CAPABLE AMERICAN WOMAN AS monthly or invalid nurse; no objection to the country or night nursing. Call for three days at No. 220 West 33d-st.

NURSE.—BY A NEWLY-ARRIVED YOUNG NURSE; she is a nice, neat, tidy girl, with good references from family here; can do plain sewing and mending; is willing to learn. Can be seen at No. 405 5th-av.

NURSE, &c.—BY A WELL-RECOMMENDED GERman girl, to take care of children, or as chamber-maid. Call at No. 127 Norfolk-st., first floor, Room No. 1.

SEAMSTRESS.—BY A YOUNG WOMAN AS seamstress and lady's maid; would like to travel with a lady; can cut and fit for ladies and children; sews on Wheeler & Wilson's machine; does embroidering; would assist with children; best of City reference. Can be seen until suited at No. 704 3d-av., near 44th-st.

SEAMSTRESS.—A PLACE AS SEAMSTRESS AND assist with growing children, or would wait on an invalid; country preferred. Call or address No. 627 2d-av.

WAITRESS.—BY A THOROUGH, NEAT YOUNG girl as first-class waitress; can take the whole charge of a dining-room; is thoroughly competent in her duties, neat and obliging; can give several years' City references; no objection to the country. Call at No. 621 6th-av., between 36th and 37th sts.

WAITRESS.—BY A PROTESTANT YOUNG WOMan as waitress; understands the business thoroughly, and is well recommended. Apply at Bedell's, Nos. 340 and 342 4th-av., corner 25th-st.

WAITRESS.—BY A PROTESTANT YOUNG woman, with first-class City references, as waitress. Apply at Bedell's, Nos. 340 and 342 4th-av., corner 25th-st.

WAITRESS.—BY A PROTESTANT, REGULAR waitress, who thoroughly understands her duties as such; best City references. Seen at No. 405 5th-av.

MALES.

COACHMAN, COOK, &c.—SITUATION WANTed by a man and wife, Protestants, in the country; the man is a first-class coachman and plain gardener, strictly temperate, willing, and not afraid of work; the wife is a good cook and laundress; both have excellent references from last employer. Apply or address No. 42 Court-st., Brooklyn.

COACHMAN, &c.—LAUNDRESS, DAIRY, &c.—By a respectable man and wife; man can take care of horses and cattle, drive, milk, do gardening, mow lawn, &c.; wife is a good laundress and excellent butter-maker; will live in cottage, if required, or in gentleman's family; good recommendations. Can be seen at Carpenter's, 138 West 11th-st., corner 6th-av.

COACHMAN.—BY A FRENCHMAN WHO SPEAKS English, as coachman; understands his business thoroughly; is sober, steady, and willing to make himself useful around a gentleman's place; City or country; good City references. Address A. B., Box No. 235 *Times* Office.

COACHMAN.—CITY OR COUNTRY, BY A RELIAble, steady, single man; is a safe, experienced City driver; perfectly understands the care of horses and carriages; understands gardening; can milk; respectful, willing, and obliging. Address A. G. D., Box No. 214 *Times* Office, for two days.

COACHMAN AND WAITER, OR BUTLER and Valet.—By a Scotch Protestant man, aged thirty years, who is a first-class driver; single, double, four-in-hand, or tandem; or ride as postilion; is strictly sober, and has best old country reference. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY A RESPECTABLE MARRIED man as coachman and gardener; understands his business thoroughly; six years in his last place; can furnish the best City reference from his last employer. Call or address for two days seed-store, No. 15 John st., New-York.

COACHMAN AND USEFUL MAN.—BY AN American Protestant young man; is an excellent coachman and groom; can also milk, do gardening, and general work about a place; good testimonials for character. Can be seen at Carpenter's, No. West 138 11th-st., corner 6th-av.

COACHMAN.—BY A FIRST-CLASS MAN, (GERman;) understands the care and management of horses and carriages; is a careful driver; sober, honest, and industrious; best City references from last and former employers. Call or address M. H., Coachman, No. 208 West 32d-st.

COACHMAN AND GARDENER.—BY A VERY respectable man, aged twenty-seven years, who thoroughly understands driving, taking care of horses and cows, milking, plain gardening, &c.; can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN AND GROOM.—BY A SCOTCHman as coachman and groom in a good establishment; is thoroughly efficient and can give good City references. Call or address Tolmie, No. 311 4th-av., Wright's harness-store.

COACHMAN AND GARDENER.—BY A REspectable young man, with good references; has no objection to going in the country. Address P. L., Box No. 239 *Times* Office.

COOK.—BY A RESPECTABLE YOUNG COLORED Protestant man in a boarding-house, hotel, or restaurant; has unexceptionable reference; is willing and obliging; understands the cooking of soups, games, meats, and pastry; wages moderate; prefers the country. Can be seen at No. 138 6th-av., over drug-store.

COURIER.—BY A FRENCHMAN, AS COURIER, with the highest of testimonials; speaks French, Spanish, and a little English; is a trustworthy man. Can be seen at the French Office, No. 405 5th-av.

FARMER—DAIRY OR COOK AND LAUNDRESS.—By a man and wife; no children; man thoroughly understands all branches of farm-work, machines, milking, gardening, and is also a good coachman; wife the care of milk and butter; is also a good cook, washer, and ironer, and can do house-work; best recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

FARMER, COACHMAN, &c.—COOK, &c.—By a respectable man and wife; no children; man is a good coachman and groom; can also do all kinds of farm-work, milking, gardening, &c.; wife is a first-class cook and laundress. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

FARM-WORK.—BY AN AMERICAN YOUNG MAN who understands all branches; can milk, plow, mow, sow seed, work machines, take care of cattle and sheep, do plain gardening, &c.; is also a good coachman; best recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

GARDENER.—BY A MARRIED SCOTCHMAN, A permanent situation; is a thorough practical gardener, with good recommendations. For particulars, address A., No. 193 Spring-st., Paterson, N. J.

GARDENER.—BY A SINGLE MAN, WHO UNDERstands the care of horses; has the best of references. Address M. C., Box No. 238 *Times* Office.

GROOM OR USEFUL MAN.—BY A REspectable middle-aged man, who can take care of horses, drive, milk, do gardening, mow lawn, and general work about a place; best recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

PORTER.—AS LIGHT PORTER, BY A YOUNG man aged nineteen; writes a fair hand; has served one year at carpentering; security given. Address P. M., Box No. 239 *Times* Office.

USEFUL MAN—COOK OR HOUSE-WORK.—By a Scotch Protestant man and wife, aged thirty-eight years; no children; man is a good coachman and groom; also, a good gardener and can take care of cattle, milk, handle young horses, &c.; wife is a good cook and laundress; also does all branches of house and dairy work; best recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

USEFUL MAN.—BY A SWEDE, AGED TWENTY-five years; speaks fair English; can take care of horses and cattle, drive horses and oxen, work in garden, &c.; good reference. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

WAITER.—BY A THOROUGHLY EXPERIENCED young man as waiter; understands his duties thoroughly in every respect; excellent reference. Address M. T., Box 57 *Times* Up-town Office, No. 54½ West 32d-st.

CLERKS AND SALESMEN.

A FIRST-CLASS SALESMAN ABOUT STARTing for California, would like to make arrangements with a first-class wholesale house or manufacturing concern to act as agent in the State of California and vicinity, also along route; speaks German and English; highest reference. Address immediately, C. C. G., No. 32 South 2d-st., Williamsburg.

STORES, &C., TO LET.

OFFICES TO LET IN TIMES BUILDING.

SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.

Apply at TIMES COUNTING-ROOM.

BROADWAY PROPERTY TO LEASE.—SOUTH-west corner of Houston-st.; plot 50x100; would be leased for improvement for twenty-one years with renewals. Apply to HORACE S. ELY, No. 22 Pine-st.

SHIPPING.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:
CITY OF ANTWERP.....Thursday, July 31, 10 A.M.
CITY OF BRUSSELS.....Saturday, Aug. 9, 11 A.M.
CITY OF PARIS.....Saturday, Aug. 9, 2 P.M.
CITY OF LIMERICK.....Thursday, Aug. 14, 10 A.M.
CITY OF NEW-YORK.....Saturday, Aug. 16, 2 P.M.
Steamers leaving SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.
CABIN, $70, $80, and $90, gold, according to accommodation. Round trip tickets at low rates.
STEERAGE, to Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30. Prepaid certificates, $32, currency.
Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark, and Paris, at reduced rates.
Drafts issued at lowest rates.
For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.
For Steerage Passage, at No. 307 Broadway.
JOHN G. DALE, Agent.
Or to
ODONNELL & FAULK, No. 402 Chestnut-st., Philadelphia.
M. S. CREAGH, No. 102 State-st., Boston.
F. C. BROWN, No. 33 South Clark-st., corner Lake-st., Chicago.
WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

ANCHOR LINE.

Steamers sail from Pier No. 20 North River, New-York, EVERY WEDNESDAY AND SATURDAY
Glasgow.....Wed., July 30 | Anglia.....Sat., Aug. 16
Victoria.....Sat., Aug. 2 | Trinacria.....Wed., Aug. 20
Columbia.....Wed., Aug. 6 | California.....Sat., Aug. 23
Anchoria.....Sat., Aug. 9 | Caledonia.....Wed., Aug. 27
Europa.....Wed., Aug. 13 | India.....Sat., Aug. 30

The passenger accommodations on steamers of this line are unsurpassed for elegance and comfort. Cabin state-rooms are all on upper deck, thus securing good light and ventilation.

RATES OF PASSAGE TO
GLASGOW, LIVERPOOL, OR LONDONDERRY.

	Gold.	Currency.
Cabins	$75 and $65	$75 and $65
Cabin return tickets, securing best accommodation	$130	$130

STEERAGE, $30, CURRENCY.
Tickets for passage to or from any sea-port or railway station in Great Britain, Ireland, or the Continent issued at lowest rates.
Drafts for any amount at current rates.
Company's Offices, No. 7 Bowling-green, New-York.
HENDERSON BROTHERS, Agents.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL, CARRYING THE

UNITED STATES MAIL.

NEW AND FULL POWERED STEAM-SHIPS,
sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.
ADRIATIC.....SATURDAY, Aug. 2, at 11 A. M.
BALTIC.....SATURDAY, Aug. 9, at 3 P. M.
CELTIC.....SATURDAY, Aug. 16, at 11:30 A. M.
GOTHIC.....SATURDAY, Aug. 23, at 3 P. M.
From White Star Dock, Pavonia Ferry, Jersey City.
Superior accommodations (for all classes) unrivaled, combining
SAFETY, SPEED, AND COMFORT.
Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.
Rates—Saloon, $100, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $32, currency.
Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.
Drafts from £1 upward.
For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.
J. H. SPARKS, Agent.

CUNARD LINE.

NOTICE.
With the view of diminishing the chances of collision, the steamers of this line will henceforth take a specified course for all seasons of the year.
On the outward passage from Queenstown to New-York or Boston crossing meridian of 50 at 43 latitude, or nothing to the north of 42.
On the homeward passage, crossing the meridian of 50 at 42 latitude, or nothing to the north of 42.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.
FROM NEW-YORK.
Russia, Wednesday, July 30 | Calabria, Saturday, Aug. 2
Java, Wednesday, Aug. 6 | Samaria, Saturday, Aug. 16
China, Wednesday, Aug. 13 | Abyssinia, Saturday, Aug. 23
Cuba, Wednesday, Aug. 20 | Batavia, Saturday, Aug. 30
Africa, Wednesday, Aug. 27

Steerage passengers marked thus " do not carry steerage passengers.
Every alternate WEDNESDAY and SATURDAY from New-York. Cabin passage, $80, $100, and $120, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms. Steerage, $30, currency. Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. For freight and cabin passage apply at the Company's office, No. 4 Bowling-green. For steerage passage at No. 111 Broadway, Trinity Building.
CHAS. G. FRANCKLYN, Agent.

PASSENGERS PER STEAM-SHIP RUSSIA

embark from the Cunard Wharf, foot of Grand-st., Jersey City, at 9 A. M., on WEDNESDAY, July 30, 1873.
CHAS. G. FRANCKLYN,
No. 4 Bowling-green, New-York.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.
The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:
VILLE DU HAVRE.....SUMMONT.....Saturday, Aug. 9
LAFAYETTE.....DAUBE.....Saturday, Aug. 23
ST. LAURENT.....SANTELLE.....Saturday, Sept. 6
EUROPE.....LEMARIE.....Saturday, Sept. 20
PRICE OF PASSAGE IN GOLD (including wine) TO HAVRE OR BREST.
First cabin.....$120 | Second cabin.....$75
Excursion tickets at reduced rates.
These steamers do not carry steerage passengers.
American travelers going to, or returning from, the Continent of Europe, by taking this route, have both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense.
GEORGE MACKENZIE, Agent,
No. 58 Broadway.
NOTE.—Railroad tickets between Paris and Vienna at reduced rates.

STATE LINE.

NEW-YORK TO GLASGOW, LIVERPOOL, BELFAST, AND LONDONDERRY.
These elegant new Clyde-built steamers will sail from State Line Pier, Fulton Ferry, Brooklyn, N. Y., as follows:
VIRGINIA.....Wednesday, Aug. 6
ATLANTIC.....
PENNSYLVANIA.....Wednesday, Sept. 3
VIRGINIA.....Wednesday, Sept. 17
And every alternate Wednesday thereafter, taking passengers at through rates to all parts of Great Britain and Ireland, Norway, Sweden, Denmark, and Germany.
Drafts for £1 and upward.
For freight or passage apply to
AUSTIN BALDWIN & CO., Agents,
No. 72 Broadway.
Steerage passage office, No. 45 Broadway.

NATIONAL LINE OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.
FORTNIGHTLY TO LONDON DIRECT.
From Pier No. 45, foot of 47 North River.
TO QUEENSTOWN AND LIVERPOOL.
SPAIN, Gracie.....Saturday, Aug. 2, at 11 A. M.
ITALY, Grieve.....Saturday, Aug. 9, at 3 P. M.
GREECE, Nichols.....Saturday, Aug. 16, at 11 A. M.
EGYPT, Gradan.....Saturday, Aug. 23, at 3 P. M.
FOR LONDON DIRECT.
DENMARK, Sumner.....Thursday, Aug. 14, at 10 A. M.
Cabin passage, $70, $80, and $90, gold. Steerage, $29, currency. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow, or the Bristol or London, at the lowest rates.
For further information, apply at the Company's office, No. 69 Broadway.
F. W. J. HURST, Manager.

FOR LIVERPOOL
(VIA QUEENSTOWN.)
CARRYING THE UNITED STATES MAILS.
THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steam-ships from
PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:
NEVADA, Capt. Forsyth.....July 30, 9:30 A. M.
MANHATTAN, Capt. Jas. Price, Jr.....Aug. 6, 3 P. M.
WYOMING, Capt. Morgan.....Aug. 13, 9:30 A. M.
IDAHO, Capt. Guard.....Aug. 20, 3 P. M.
MINNESOTA, Capt. T. W. Freeman.....Aug. 27, 9:30 A. M.
WISCONSIN, Capt. T. W. Freeman.....Sept. 3, 1:30 P. M.
Cabin passage, $80, gold.
Steerage passage, (Office No. 29 Broadway,) $30, currency.
For freight or cabin passage apply to
WILLIAMS & GUION, No. 63 Wall-st.

FOR ST. THOMAS AND BRAZIL.

RATES OF FREIGHT REDUCED.
UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.
REGULAR MAIL STEAMERS sailing on the 23d of every month.
TEUTONIA, Capt. Weir.....July 23
SOUTH AMERICA, Capt. Tinklepaugh.....Aug. 23
ONTARIO, Capt. Slocum.....Sept. 23
These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to
WM. R. GARRISON, Agent,
No. 5 Bowling-green, New-York.

HORSE AMERICAN STEAM-SHIP COMPANY.

STEAM TO LONDON DIRECT,
Taking passengers and goods to Bergen, Christiania and the principle Norwegian ports.
The splendid new, powerful steam-ship
HACON ADELSTEEN, Capt. Muller,
will leave her dock, Harbeck stores, Brooklyn, on TUESDAY, 5th August.
Price of passage, Currency. Currency.
To London, first cabin.....$60 | Steerage.$30
To Bergen and Christiania, first cabin. 80 | Steerage. 38
The new steam-ship SANCT OLAF will follow on the 19th August.
For freight or passage apply to the general agents of the Company.
FUNCH, EDYE & CO.,
No. 27 South William-st.

NEW-YORK AND HAVANA DIRECT MAIL LINE.

These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13 North River, (foot of Cedar-st.,) for Havana direct, as follows:
Steam-ship COLUMBIA, TUESDAY, July 29.
Steam-ship WILMINGTON, TUESDAY, Aug. 5.
Steam-ship MORRO CASTLE, TUESDAY, Aug 12.
Supplementary mail on Pier 2:45 P. M. day of sailing.
For freight or passage (having magnificent accommodations) apply to
WM. P. CLYDE & CO.,
No. 6 Bowling-green.
D. McKellar, Agent in Havana.
March 31, 1873.

DIRECT LINE TO HAVANA.

PROGRESO AND VERA CRUZ.
New-York and Mexican Mail Steam-ship Line, leaving Pier No. 8 North River, at 3 P. M., every Thursday.
CITY OF MERIDA, (Havana only).....July 31
CITY OF HAVANA, (Havana and Nassau).....Aug. 7
CITY OF MEXICO, (Havana and Mexico).....Aug. 14
For freight or passage apply to
F. ALEXANDRE & SONS, No 33 Broadway.

SHIPPING.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO

CALIFORNIA, JAPAN, AND CHINA,

VIA PANAMA,
CARRYING MAILS, PASSENGERS, AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Aug. 5.—Steamer RISING STAR, Capt. J. B. Hildreth, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer NEVADA, Capt. ——, leaving Panama for San Francisco, and calling at San Diego, Acapulco, Manzanillo and Manzanillo; also connecting for all Central American and South Pacific Ports. Departures of 20th each month from New-York connect with the Company's steamer touching at San Benito, Tomala, Salina Cruz, and Port Angel. The splendid steam-ship COSTA RICA will leave San Francisco on or about Aug. 24, for Honolulu, Sandwich Islands.
One of the company's splendid steamers will leave San Francisco Aug. 16, 1873, for Japan and China. For rates of passage, freight, and all further information, apply at Company's office on the pier, foot of Canal-st.
H. J. Bullay, Sup't. Geo. H. Bradbury, Pres't.

FOR SAVANNAH, GA.
THE FLORIDA PORTS,
AND THE SOUTH AND SOUTH-WEST.
GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.
TUESDAYS, THURSDAYS, AND SATURDAYS.
THE STEAM-SHIPS
ZODIAC, Capt. Chapin, TUESDAY, July 29, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents,
No. 62 South-st.

MAGNOLIA, Capt. Crenshaw, THURSDAY, July 31, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent,
No. 5 Bowling-green.

FLORIDA, Capt. Mitchell, SATURDAY, Aug. 2, from Pier No. 13 North River, at 3 P. M.
R. LOWDEN, Agent,
No. 93 West-st.

SAN SALVADOR, Capt. Nickerson, SATURDAY, Aug. 2, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent,
No. 5 Bowling-green.

Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with Central Railroad of Georgia to all points.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.
C. D. OWENS, Agent A., G. & G. R. R., No. 229 Broadway.
GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE,
FOR CHARLESTON, S. C.,
THE FLORIDA PORTS,
AND THE
SOUTH AND SOUTH-WEST.
Sailing every WEDNESDAY and SATURDAY at 3 P. M., from Pier No. 29 North River.
GEORGIA, Capt. Crowell, Wednesday, July 30.
CHARLESTON, Capt. James Berry, on Saturday, Aug. 2.
Superior accommodations for passengers.
Insurance by this line ONE-HALF PER CENT.
Goods forwarded free of commission.
Passage tickets and bills of lading issued and signed at the office of
JAMES W. QUINTARD & CO., Agents,
No. 177 West-st., (corner of Warren,)
Or WM. P. CLYDE,
No. 6 Bowling-green.
Through freight tariffs. Passage tickets by all routes and to all points in the South and South-west, and further information can be obtained at the office of
BENTLEY D. HASELL,
General Agent Great Southern Freight Line,
No. 317 Broadway.

ATLAS MAIL LINE.

MAIL SERVICE FOR WEST INDIES, HAVANA, VENEZUELA, AND SPANISH MAIN.
The Company's iron screw steamers are appointed to sail as follows: (Loading berth Pier No. 12 North River.)
For Turk's Island and Jamaica,
ATLAS, (new,) Capt. Porter, Aug. 7.
For Port-au-Prince, Savanilla, and Carthagena,
CLARIBEL, Aug. 9.
For freight and passage apply to PIM, FORWOOD & CO., General Agents, No. 56 Wall-st. and No. 59 Pine-st.

NOTICE TO TRAVELERS.
Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition, and an infinity of annoyances to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuileries Garden, Paris.

STEAMBOATS.

STONINGTON LINE
TO BOSTON AND PROVIDENCE.—DAY LINE.
The entirely new and magnificent steamer RHODE ISLAND, 3,000 tons, is now running daily, (Sundays excepted,) from Pier foot 23d-st., East River, at 2:30 P. M.
Steamer SYLVAN GLEN, from Peck-slip at 2:10 P. M., connects with the RHODE ISLAND, Dry Dock cars from Astor House, Avenue C cars from Chambers-st., and Twenty-third-street cars run direct to above pier.
NIGHT LINE.—Daily, except Sundays, from Pier No. 33 North River, at 5 P. M., steamers STONINGTON and NARRAGANSETT.
Tickets sold at all the principal railroad offices, and state-rooms secured at No. 319 Broadway, corner Thomas-st., and Westcott Express Company's office, No. 785 Broadway, corner 10th-st.; No. 1,302 Broadway, No. 595 6th-av., corner 35th-st.; No. 7 Park-place, and No. 327 Washington-st., Brooklyn.
D. S. BABCOCK, President.

STEAMER RHODE ISLAND,
From foot 23d-st., East River.
EXCURSION
Tickets to Stonington and return same trip for $3.

FOR ASTORIA, HARLEM, MORRISANIA, AND HIGH BRIDGE.
SUMMER ARRANGEMENTS.
STEAM-BOATS MORRISANIA AND HARLEM WILL LEAVE
MORRISANIA—6:05, 7:20, 8:15, 9:20, 10:15, 11:45 A. M., 1:15, 2:45, 4:15, 5:15, and 6:10 P. M.
FULTON SLIP—7:15, 8:15, 9:15, 10:25, 11:45 A. M.; 1:30, 3:05, 4:15, 5:15, 6:20, and 7:05 P. M. Landing at 8th-st. All boats connect with steamer Catlin for High Bridge.
C. H. LONGSTREET, Superintendent.

CITIZENS' LINE FOR TROY.
Passage $1 50. The elegant steam-boats SUNNYSIDE and POWELL leave Pier No. 49 North River, foot of Leroy-st., daily, Saturdays excepted, at 6 o clock P. M., connecting with morning trains on Rensselaer and Saratoga, Hudon River, Central, and Troy and Boston Railroads for all points north, east, and west. The most direct routes to Saratoga, Lake George, and Montreal. Through tickets sold and baggage checked to destination.
JOHN CORNELL, Superintendent.

DAILY EXCURSION TO GLEN COVE AND SEA CLIFF GROVE.—On and after July 1 steamer ARROWSMITH leaves Pier 36, East River, one slip above Catherine Ferry, daily, (Sundays excepted,) at 9:15 A. M., for Sea Cliff only, and 5 P. M. for Glen Cove, Pavilion Dock, at 7:04 A. M., and Sea Cliff at 7 o'clock A. M., and 2:30 P. M. Single fare, 35 cents. Freight received during the day until 4:45 P. M.

ALBANY AND TROY $2, SARATOGA $3 50, BY DAY LINE BOATS C. VIBBARD and DANIEL DREW. Leave Vestry-st. Pier at 8:30 A. M., and 23d-st., north of Erie Ferry, at 8:45, landing at Yonkers, Tarrytown and Nyack, (by ferry-boat,) Milton, Poughkeepsie, Rhinebeck, Tivoli, Catskill, and Hudson, connecting for all points West and North. Trip tickets to West Point, Cornwall, and Newburg, returning same day, $1. Tickets by special cars and baggage checked to Saratoga and Sharon.

STEAMER HELEN, FOOT OF FRANKLIN-ST., for Red Bank and intermediate stations:

LEAVE NEW-YORK	LEAVE RED BANK.
Saturday, 26th.....3:00 P.M.	Monday, 28th.....6:00 A.M.
Monday, 28th.....11:00 A.M.	Tuesday, 29th.....6:30 A.M.
Tuesday, 29th.....11:30 A.M.	Wednesday, 30th.6:30 A.M.
Wednesday, 30th.12:00 M.	Thursday, 31st...7:00 A.M.
Thursday, 31st..12:30 P.M.	

STEAMER SEA BIRD, FOOT OF FRANKLIN-st., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Monday, 28th...6:30 A.M.	Monday, 28th...10:30 A.M.
Tuesday, 29th...7:00 A.M.	Tuesday, 29th...11:00 A.M.
Wednesday, 30th.7:30 A.M.	Wednesday, 30...11:30 A.M.
Thursday, 31st..8:00 A.M.	Thursday, 31st.12:00 M.

MORNING LINE FOR SING SING AND MIONA ISLAND.—The steamer THOMAS COLLYER will leave Pier No. 34, from foot of Harrison-st., every morning for Sing Sing at 8 o'clock; 23d-st., at 8:15; landing at Yonkers, Hastings, Dobb's Ferry, Irvington, Sing Sing, Haverstraw, Grassy Point, and Verplanck's. Returning leaves Iona Island at 2 o'clock, Sing Sing at 3 o'clock, arriving in New-York at 5:30.

HARTFORD BOATS—DAILY LINE.—LEAVE Pier No. 24 Peck-slip, East River, daily, (except Sundays,) at 4 o'clock P. M. All persons are forbid trusting any one on account of these steamers.
SAXTON & SEABURY, Freight Agents, No. 112 South-st.
JUNE 1, 1873.

FOR GLEN COVE AND ROSLYN—LANDING at Baylis' Dock, (Fort Schuyler,) Great Neck, Sand's Point, Glen Wood.—Steamer SEAWANHAKA leaves New-York daily, (Sundays excepted,) from Pier No. 1, North River, (Peck-slip,) at 4 P. M., stopping at 23d-st., each way, for passengers only.

FOR STAMFORD AND GREENWICH.—THE beautiful steam-boat NELLY WHITE leaves foot of Market-street every afternoon at 3:30, and 33d-st. at 3:45 o'clock. Returning, leaves Stamford at 7, and Greenwich at 7:35 o'clock A. M.

EAST RIVER ROUTE TO CONEY ISLAND.—Steamer METAMORA leaves daily, 8th-st., East River, at 9:30 A. M., 12:30 and 3:30 P. M.; Peck-slip, 9:50 A. M., 12:50 and 3:50 P. M.; Fulton Ferry, Martin's Pier, Brooklyn, 10 A. M., 1 and 4 P. M.

RONDOUT AND KINGSTON—LANDING AT the Cozzens', Cornwall, Newburg, Marlborough, Milton, Poughkeepsie and Esopus. The steam-boats THOMAS CORNELL and JAMES W. BALDWIN leave Harrison-st., Pier No. 34 North River, daily, at 4 o'clock P. M.

REGULAR CONEY ISLAND BOAT.—DAILY Excursions to the Sea-shore. The steamer GENERAL SEDGWICK will leave Christopher-st., N. R., at 9:15 A. M., 12:15, 3:15 P. M.; Franklin-st. at 9:20, 12:20, 3:20; Pier No. 5 N. R. at 9:30, 12:30, 3:30.

TOURISTS' ROUTE TO HALIFAX AND THE PROVINCES via new steam-ship PALMOUTH, from Portland. Tickets and information furnished at the office of the FALL RIVER, NORWICH, and STONINGTON LINES.

FOR NORWALK AND DANBURY.—THE new steamer AMERICUS leaves daily, foot of Market-st., East River, at 3:15, and 33d-st. at 3:30 P. M., connecting with the Danbury Railroad; cool, invigorating sail; no dust, and about half railroad fare.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon and 11 P. M.

FOR NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with road.

STEAM-BOATS.

NARRAGANSETT STEAM-SHIP COMPANY.
FALL RIVER LINE
FOR BOSTON, via NEWPORT and FALL RIVER, Daily, (Sundays included,) at 5 P. M.
From Pier No. 28 North River, foot Murray-st.,
The world-renowned steamers
BRISTOL and PROVIDENCE.
Capt. A. G. Simmons. Capt. B. M. Simmons.
The most direct route to Taunton, Middleboro, Plymouth, the New-Bedford, Martha's Vineyard, Nantucket, and all points on the South Shore and Cape Cod Railway. Also, through tickets to the WHITE MOUNTAINS, and all principal points of New-England and the Provinces. For tickets and state-rooms, apply at No. 241 Broadway; No. 529 Broadway, corner Spring; Broadway, corner 23d-st.; Dodd's Express offices, No. 944 Broadway; and No. 10 Court-st., Brooklyn, or at the office on the pier.
HALL'S BANDS ENGAGED FOR THE SEASON.
A. P. BACON, Superintendent.
H. H. Mangan, General Freight Agent.

AFTERNOON BOAT FOR NEWBURG, Poughkeepsie, Rondout, and Kingston, landing at Cozzens, West Point, Cornwall, New-Hamburg, and Milton, the MARY POWELL, from Vestry-st., Pier No. 39, every afternoon, at 3:30 o'clock.

RAILROADS.

PENNSYLVANIA RAILROAD.
Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:
Express for Harrisburg, Pittsburg, the West, and South, with Pullman Palace Cars attached, 9:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7, 8:30 P. M.
For Baltimore, Washington, and the South, via "Pennsylvania Air Line," at 8:50 A. M. 3:20 and 9 P. M. Sunday, 9 P. M., and via P. W. and B. R. R., at 9 A. M., 12:30 and 9 P. M. Sunday, 9 P. M.
Express for Philadelphia, 8:50, 9, 9:30 A. M., 12:30, 3:20, 4, 5, 7, 8:30, 9 P. M., and 12 night. Sunday, 7, 8:30, and 9 P. M.
For Philadelphia, via Kensington, at 7 A. M., 6:10 P. M. Sunday, 6:10 P. M.
For Newark at 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:10, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8, 8:30, 9, 10, 11:30 P. M., and 12 night. Sunday, 9 P. M., and via P. W. and B. R. R., at 9 A. M., 12:30 and 9 P. M. Sunday, 9 P. M.
For Elizabeth, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7:30, 8, 8:30, 9, 10, 11:30 P. M., and 12 night. Sunday, 5:20, 6:10, 7, 8, 8:30, and 9 P. M.
For Perth Amboy, 6, 6:30, 7, 8:10, 9, 9:30, 10 A. M., 12 M., 12:30, 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8, 10 P. M., and 12 night. Sunday, 5:20, 6:10, and 7 P. M.
For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:30, 4:30, and 6 P. M.
For New-Brunswick, 7 and 8:10 A. M., 12 M., 2, 3, 4:10, 5:20, 6:10, 8:30, 9 P. M., and 12 night. Sunday, 6:10, 8:30, and 9 P. M.
For East Millstone, 8:10 A. M., 12 noon, 4:10, 5:20 P. M.
For Lambertville and Flemington, 9 A. M. and 2 P. M.
For Philipsburg and Belvidere, 2 and 4 P. M.
Accommodation for Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 3, 5, and 7 P. M.
For Freehold, 7 A. M., 2 and 4 P. M.
For Jamesburg, Pemberton, Camden, 6 A. M., and via boat from Pier No. 1, 3:50 P. M.
Trains arrive as follows: From Pittsburg, 6:50, 10:25 A. M., 6:35 P. M., daily; 5:22, 10:15 A. M., and 3:55 P. M. daily, except Monday. From Washington and Baltimore, via "Pennsylvania Air Line," 6:40 A. M., 4:05 and 9:15 P. M. Sundays, P. W. and B. R. R., 6:40 A. M. Railroad 6:40 A. M., 4:35 and 10:13 P. M. Sunday, 6:40 A. M.
From Philadelphia, 5:22, 6:40, 8:50, 10:15, 11:20, 11:55 A. M., 2:10, 3:55, 4:35, 6:05, 7:25, 9:15, 10:13 P. M. Sunday, 5:22, 6:40, 8:50, 10:25, 11:20 A. M., 3:55, 10:13 P. M.
Ticket-offices, Nos. 526, 435, 271, and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. No. 1 Emigrant ticket-office, No. 3 Bath-house.
A. J. CASSATT, General Manager. D. M. BOYD, Jr., General Passenger Agent.

CENTRAL RAILROAD OF NEW-JERSEY
ALLENTOWN LINE TO THE WEST.
Passenger and Freight station in New-York, foot of Liberty-st. Connects at Somerville with South Branch Railroad; at Hampton Junction with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also, with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also, to Central Pennsylvania and New-York State.
SUMMER ARRANGEMENT.
Commencing June 30, 1873.—Leave New-York as follows:
4:30 A. M.—News train for Easton, Bethlehem, Allentown, Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Sharon, &c.
6:00 A. M.—Way train for Somerville.
7:00 A. M.—Way train for Flemington, Easton, Belvidere, Bath, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Connects at Junction with Delaware, Lackawanna and Western Railroad.
9:00 A. M.—Morning Express, daily, (except Sundays,) for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington; at Easton for Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Towanda, Waverly, &c., with through cars to Danville, Williamsport, &c.
10:15 A. M. and 12:00 M.—Way trains for Somerville.
12:30 P. M.—Express for Huntingdon, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.
2:30 P. M.—Way train for Easton, Allentown, and Belvidere.
3:30 P. M.—Way train for Plainfield.
4:00 P. M.—Way train for Easton, Allentown, and Mauch Chunk. Connects at Junction with Delaware, Lackawanna and Western Railroad.
4:30 P. M.—Way train for Somerville and Flemington.
5:00 P. M.—Way train for Somerville.
5:15 P. M.—Way train for Plainfield.
5:30 P. M.—Evening Express, daily for Easton, Belvidere, Allentown, Reading, Harrisburg, Pittsburg, Chicago, &c.
6:00 and 7:00 P. M.—Way train for Somerville.
7:30 P. M.—(Emigrant)—For Easton.
9:15 and 11:30 P. M.—Way train for Plainfield.
For Elizabeth at 4:30, 5:30, 6, 6:20, 6:45, 7, 7:30, 8, 8:45, 9, 9:30, 10:15, 11, 11:45 A. M.; 12 M., 12:50, 1, 2, 2:30, 3, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:20, 7, 7:30, 7:45, 9:20, 9:15, 10:30, 11:30, 12 P. M.
R. R. RICKER,
Superintendent and Engineer.
H. P. Baldwin, General Passenger Agent.

SOUTH-SIDE RAILROAD OF LONG ISLAND.
Trains depart and arrive at Roosevelt and Grand-street Ferries, New-York:

Depart.	Arrive.
8:10 A. M.—Mail for Patchogue, connecting Rockaway and Hempstead.	6:05 P. M.
9:40 A. M.—Rockaway Express.	6:52 P. M.
10:40 A. M.—Islip Accommodation, connect Hempstead and Rockaway Beach.	4:30 P. M.
1:40 P. M.—Babylon Acc'n, connect Hempstead and Rockaway Beach.	10:35 P. M.
3:40 P. M.—Babylon Express, connect Hempstead and Rockaway Beach.	9:45 A. M.
4:10 P. M.—Fire Island and Patchogue Ex.	10:05 A. M.
4:40 P. M.—Patchogue Accommodation, connecting Rockaway and Hempstead.	9:00 A. M.
5:10 P. M.—Hempstead and Rockaway Ex.	8:40 A. M.
5:40 P. M.—Islip Acc'n, connecting Hempstead and Rockaway.	8:05 A. M.
6:40 P. M.—Babylon Acc'n, connecting Hempstead and Rockaway.	6:46 A. M.
9:30 A. M.—Sundays only, from Bushwick av. for Patchogue, Hempstead, and Rockaway Beach, arriving at Bushwick at.	7:00 P. M.

Baggage checked at Roosevelt and Grand-street Ferries, New-York; or South 8th-st., Brooklyn.
L. S. CANFIELD, Superintendent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.
Passenger Station in New-York, Grand Central Depot. Entrance on 42d-st.
TRAINS LEAVE NEW-YORK.
Boston Express via Springfield, at 8:05 and 10 A. M. and 8:05 P. M., via Shore Line, at 9:30 A. M. and 7 P. M.
Trains for New-Haven leave at 7:05, 8:05, (Ex.,) 9:05, 10, (Ex.,) A. M.; 12 M.; 1, (Ex.,) 3, (Ex.,) 3:55, 4:35, and 5:10, (Local Ex.,) 8:05, (Ex.,) 9:07, (Ex.,) P. M.
To South Norwalk at 8:15, (Ex.,) and 6:35 P. M.
To Stamford at 10:10 A. M., 2:20, 3:15, 4:45, 5:40, 6, and 7:20 P. M.
The 8:05 P. M. Express stops at New-Rochelle and Port Chester, and the 9:07 P. M. Express at Mount Vernon, Mamaroneck, and New-Rochelle.
Sunday Boston Mail Trains at 7:05 P. M. via Springfield, and 9:07 P. M. via Providence.
Drawing-room Cars on Day Express and Sleeping-cars on Night Express Trains.
Tickets can be purchased at ticket office of Company at Grand Central Depot, or at offices of New-York Transfer Company, No. 944 Broadway, New-York, and No. 1 Court-st., Brooklyn, who will also check baggage from residence to destination.
For further information of particulars see posters at hotels and depots.
JOHN T. MOODY,
Sup't of N. Y. and N. H. Div.

TO CAPE MAY
WITHOUT CHANGE OF CARS.
A through express-train, via Pennsylvania Railroad, leaves New-York, foot of Desbrosses and Cortlandt sts., at 12:30 P. M. Arrives at Cape May, 6:40 P. M. Returning, leaves Cape May at 7:30 A. M. Arrives in New-York at 2:14 P. M.
Rate, New-York to Cape May, $5. Rate, New-York to Cape May and return, $8.
Ticket-offices, Nos. 526, 944, 435, 271 Broadway, and No. 1 Astor House.
D. M. BOYD, Jr.,
General Passenger Agent.
A. J. Cassatt, General Manager.

AUCTION SALES.

ADMINISTRATORS' SALE OF STOCK.—A HOLDER'S OPTION TO TAKE NT PAR 341 SHARES OF THE NEW STOCK OF THE LACKAWANNA IRON AND COAL COMPANY.—There will be sold for cash to the highest bidder at public auction, at the Exchange Sales-room, in Trinity Building, No. 111 Broadway, on TUESDAY, the 29th day of July, 1873, at 12:30 o'clock P. M., by R. H. Ludlow & Co., Auctioneers, the option to take 341 shares of the new stock of the Lackawanna Iron and Coal Company, which option belongs to the estate of Samuel Mason, late of the City of New-York, deceased, as holder of 512 shares of the present stock of said Company. The terms of sale will be announced at the time of sale by the auctioneers, and full information respecting the option may be had on application to the auctioneers, or to the administrators at the office of Barney, Butler & Parsons, No. 111 Broadway, or of Samuel Newell, No. 11 Pine-st.
NEW-YORK, July 19, 1873.
JOHN J. MARSH, } Administrators.
T. E. STILLMAN, }

ADRIAN H. MULLER, Auctioneer.
BOND

THE FREE LABOR BUREAU.

NEW IMPROVEMENTS.

HOW THE INSTITUTION IS WORKED—THE NEW CONTRASTED WITH THE OLD SYSTEM.

The Free Labor Bureau, Nos. 8 and 10 Clinton-place, corner of Mercer-street, has now become a useful and valuable branch of the Department of Charities and Correction. A large number of improvements have been made in the working of the institution, and also on the premises. Instead of doing all the work in a couple of dirty rooms, disgusting both to the persons waiting to obtain employment and to those who desire help, the whole premises are now used in a systematic manner, and the employer meets the help in a reception-room clean and neatly furnished.

The premises are divided into several departments, as can be better understood by detailing the method adopted. The females who desire situations enter the building by the Mercer-street entrance, the door of which opens on a hallway immediately in the rear of the Superintendent's room, and where, from his desk, he can observe all that is going on. The applicant then proceeds to the end of this hallway, where a register is kept by a clerk. The applicant then states her name, age, nativity, whether married or single, the kind of employment she seeks, her references, and such other matters as would be necessary to secure her good employment. She is then presented with a card on which is a number answering to that on the register; and this becomes her specified number until the end of the year, when, if her conduct is good, she is furnished with a good conduct card for the next year. When a card is forfeited for misconduct, it is canceled, so that no other person can be at a future time blamed for the wrong-doings of the offender. As soon as the registry is made a boy usher takes the applicant to her department on either the second or third floor.

The second floor is partitioned off in the following order, a description of which will serve to explain the process adopted when an employer makes an application for help:

Room No. 1—Laundresses, cooks, washers, and ironers.

Room No. 2—Cooks and kitchen-workers.

Room No. 3—Dish-washers, pantry-girls, and scrubbers.

Room No. 4—General house-workers.

Room No. 5—Reception-room.

Room No. 6—Complaint-room (explained subsequently).

In Room No. 1 are placed those who combine in the same person the four qualifications mentioned, and only desire to do that particular class of work; while in Room No. 4 are those who perform all house-work, including cooking and laundry work.

The third floor is for the better class of female operatives, as follows:

Room No. 7—Nurses and ladies' maids.

Room No. 8—Chamber-maids and waitresses.

Room No. 9—Dress-makers and operators on sewing-machines.

Room No. 10—Library.

Room No. 11—Housekeepers and governesses.

Room No. 12—Reception-room; but to be subsequently fitted up for female clerks, telegraph operators, private female amanuenses, &c.

The applicant, having been shown to the special department to which she belongs, finds a clean room in which she can sit until summoned to meet the person who may desire to engage her. These rooms, so far as any outside intrusion is concerned, are as private as if she were at home; the only persons admitted to them being the superintendent or ushers, whose duty it is to summon them when wanted. When the reporter of THE TIMES visited the premises, each of the rooms was crowded with females desiring employment. Accompanied by the Superintendent, Gen. Thomas W. Egan, a thorough inspection of the premises was made, and the clean condition of everything was apparent. An inquiry elicited the fact that each day, after 4 P. M., the seats, the flooring and the paint-work are properly scrubbed and cleaned.

The entrance for employers is at No. 8 Clinton-place. The applicant for help enters from the street into a wide, marble-paved hallway; thence through a doorway on the right into a neatly-carpeted and furnished room. On the right of this doorway is a desk, inclosed with a glass partition in which are three windows, similar to those used in banking-houses. The nearest to the doorway is labeled the "Employers' Register," the second or middle window the "Complaint Clerk," and the third the "Engagement Register." The applicant has first to register his or her name, residence, &c., at the "Employers' Register" window, where a clerk is in attendance for that purpose. The class of help desired is then asked, and a numbered ticket, specifying by initials the class of servant, is then handed to the applicant. This is taken to a clerk in the adjoining room, (which is the reception or meeting room between employers and employes,) and is by him sent through a dumb waiter to the special department on either the second or third floor. The usher up-stairs then sends down a person suitable for such employment, and with the card sent up by the dumb waiter. The employer then converses with the person thus sent down, and, if found suitable, the employer and employe proceed to the third window, labeled "Engagement Register," where an entry is made of the engagement, terms of payment, address of employer, and such other records as might be deemed advisable for the proper security of both parties. In order to secure an employe from being taken to a house of bad repute, the superintendent has obtained from the police a list of all houses known as such, and in those cases no negotiations are permitted to take place.

A full record having been kept of the engagement, and everything proving satisfactory to the bureau, the engaged help will have to comply with all the terms of the engagement, and if she should leave her employment in less than a week without having very good and sufficient reasons therefor, she loses all the advantages of the assistance to be gained from the bureau. In order to secure fairness on both sides under the circumstances, a complaint clerk is kept in both the employers' and employes' departments. If a hired girl misconducts herself the employer can, by either letter or personal application make a complaint to the bureau, and an entry is made of the same. A thorough inquiry is then made into the circumstances of the case, and if the employer's statement be correct, the employe is dismissed from the institution, her offense posted up on a black-board in the waiting-room for the employes, and her name entered on the "black-book." Should an employer not keep the terms of his or her engagement, the hired girl has the opportunity to make a complaint in Room No. 6, where a clerk is employed to record the same in the complaint-book, with the amount of money which may be due her. A special marshal is instructed to collect the money due, and a record is then made of all the facts in the case. But should the girl's story prove false, her name is at once placed on the "black-book," her offense posted up, and herself promptly dismissed from the institution.

Another department, under the charge of a matron, is established for domestic help who desire a country engagement. For the protection of the hired girls, a very stringent inquiry is made of and about the employer, while at the same time a perfect record is given of the employe's character; so that a person in the country, seeking help from the Labor Bureau, may be satisfied of the honesty and integrity of the person engaged, while the girl at the same time may have the utmost confidence in those who engage her services. This branch of the institution has greatly increased in value lately, as many country persons have been enabled to secure good domestic help with but little labor and with some sense of security in the transaction.

A new plan is to be adopted shortly whereby a good servant will always have her character in her own hands, and a bad one unable to impose on any new employer. The Labor Bureau intend to issue a book to each applicant for employment. On the cover of the book will be the title of the bureau, the registered number of the hired help, and his or her name. Inside will be the rules and regulations of the institution, and the registered number and name of each employe. When a girl hires out, the employer will examine her book, and, if the record be good, can engage her safely. The employer then keeps possession of the book while the girl remains in his or her service, and, when the girl leaves, will enter his or her remarks upon the service rendered while in such employment. Any malicious entry to the damage of the hired girl would render the slanderer liable to punishment in a legal way, while any unfavorable entry would be to the disadvantage of the girl if her conduct was bad. The entries on this book will be duly recorded at the bureau. An employe thus hired out through the bureau would be careful to preserve a good record, as the absence of her book, if not properly accounted for, would be equivalent to a bad character.

In a separate building, in the rear of the one on Clinton-place, but with an entrance for employes on Mercer-street, is the male department. Over this, under direction of the superintendent, is a register clerk, who keeps a record similar to that adopted in the female department. As the male applicants for employment are not so numerous as in the female department, only one clerk is needed to keep the books; the employers making their application at the same place as for female help. The department is divided into two classes—No. 1, ordinary laborers, and No. 2, skilled laborers and clerks. The records of engagements, conduct of employes, &c., are kept as rigidly as in the case of females, and many a good employer has been secured through the kind offices of this institution, while worthy men have thereby secured good employment.

Almost all the improvements that are here recorded have been the result of the last six weeks' labor, since the present Superintendent has taken charge of the institution. How the institution was conducted before, when under the superintendence of J. Donahue, may be gathered from the report made to the Mayor. In order to show that the bureau was, or should be, an institution that deserved to be supported, incorrect daily and monthly reports were sent in to the Commissioners—reports that could not be verified by the books of the institution. The Superintendent then received $3,500 per year, and had several employes under him at high salaries; but beyond an occasional "look in upon" the bureau, it is not known that any harder work was done by these men beyond taking their pay. The following is the aggregate by years of the daily and monthly reports of females and males furnished with employment, with the actual figures collated from the books:

FEMALE DEPARTMENT.

Date.	Reported Number.	Actual Number.	Number Overstated.
1870	29,818	22,739	7,079
1871	39,121	23,595	15,526
1872	38,505	26,440	12,065
1873 (six months)	17,388	14,158	3,230
Total	124,832	86,932	37,900

MALE DEPARTMENT.

Date.	Reported Number.	Actual Number.	Number Overstated.
1870	4,986	3,778	1,208
1871	3,937	2,446	1,491
1872	7,436	3,751	3,685
1873 (six months)	2,501	1,509	992
Total	18,860	11,484	7,376

It was believed that under the Reform movement, and with the energetic efforts of the new Superintendent, such a reform would have been instituted in the bureau as would have kept it, as it should be, entirely free from politics; but on Monday last the whole working of the bureau was upset by the sudden dismissal of five clerks who had, by former service, become perfectly conversant with the plan of operations in the institution. In consequence of this sudden change, the registry desks of both the male and female departments were on Monday left without a clerk, and several of the girls could not be supplied with the tickets by which they are designated. It is evident that there are some who wish to turn the Labor Bureau into a political machine. The three new clerks, who have been supplied to fill the places of those who had been dismissed, are known to have been allied to the Tammany party when under the dominion of "the Ring." One of the new clerks is named Charles H. Peirce, and formerly held the office of Librarian or Assistant Librarian at the City Hall, during the "piping days of Tammany;" another bears the name of Albert Hartman, and is closely related to the Tammany Judge Tony Hartman; and the third is Francis H. Nugent, well known around the Court-house and City Hall at the time when Tweed was in power. Neither one of these three was appointed on account of his knowledge of the business of the Labor Bureau, and in consequence of this a great confusion was created on Monday. It is understood that each of these new clerks is to receive a far higher salary than those who have been dismissed, although less able to perform the duties.

THE RING PROSECUTIONS.

THE GRAND JURY AND THE DISTRICT ATTORNEY'S OFFICE.

It was rumored recently that certain statements concerning the Ring prosecutions, severely reflecting upon the conduct of one of the Assistant District Attorneys, were to be made public. It was asserted that this official had shown a notable want of that hearty co-operation with the late Grand Jury of the Court of Oyer and Terminer, so essential to securing the ends of justice. It was mysteriously hinted that the Assistant District Attorney referred to had repeatedly advised that bills of indictment proposed by the Grand Jury should not be drawn up, because they were untenable, and that in one case the drawing up of a proposed indictment of Tweed, or another of the Ring thieves, was delayed until the Grand Jury was discharged. The rumor, as circulated, entirely exculpated District Attorney Phelps, and laid all the blame in the matter upon Assistant District Attorney Allen, who, it was said, had the most to do with it. A reporter of THE TIMES visited Mr. Charles Partridge, the foreman of the Grand Jury, who, it was alleged, had a story to tell; but that gentleman, it was found, had but little to say, although he allowed the reporter to infer that certain exposures might in due time make their appearance. Among other things, he stated as his opinion that if any of the District Attorneys were to blame it was Mr. Allen. Mr. Phelps, he said, had always appeared very willing to assist the Grand Jury in their work, and he had no fault to find with him. A bill of indictment, suggested by Mr. Taintor, a gentleman employed in Controller Green's office, Mr. Partridge said, had met with much favor from the Grand Jury. This indictment was not made, as was hoped, and such failure was, in his opinion, to be regretted. Inquiries were also made in the District Attorney's office in relation to the rumors afloat, which were magnified in importance by stories of proposed removals in the office. There was an authoritative contradiction given, and it was stated that the entire District Attorney's office shared all responsibility with Mr. Allen for his advice to, and acts concerning, the Grand Jury. Mr. Allen had charge of all details in reference to the Ring cases, and only advised with the jurors after due consultation with the office or with the knowledge and consent of Mr. Phelps, he having full confidence in his judgment and integrity.

Mr. Allen, with whom a conversation was held in relation to the rumors, stated that he had heard of them for the first time, and was surprised that anybody could charge him with lukewarmness in a cause in which he had enlisted with all his energy and zeal, and one which he would rejoice to see brought to a successful issue.

Mr. Allen said that he had, with the consent of the District Attorney, given the counsel engaged in the prosecution of Tweed and others, including Mr. Taintor, every facility possible in the office to push forward their inquiries and collect the proofs they thought necessary to find indictments or to use as testimony in court. Mr. Taintor was supplied with subpœnas enabling him to call witnesses and make examinations of the City banks, where it was thought any valuable information could be elicited, and the Grand Jury was treated, he said, with every reasonable courtesy. It was usual to tender advice to the Grand Jury when it was asked for, and to suggest flaws in bills of indictment ordered to be drawn up. This, Mr. Allen said, he had done on several occasions. On no occasion, however, had he advised or suggested anything that did not meet with the approbation of Mr. Phelps or some of his brother attorneys, unless the bill was so obviously faulty as to need no consultation with others.

Mr. Phelps, Mr. Allen said, had stated that while he was ready to prosecute any indictment that would stand against those charged with City frauds, he was unwilling to prosecute one of whose soundness there was grave doubts. The policy of the District Attorney's office was to make a record of legal victories and not of defeats. The loss of any one of these Ring cases was certain to endanger the success of the others. There were already a large number of indictments, Mr. Allen said, in the pigeon-holes of the office, which were little better than waste paper, because of ill-advised and ill-digested action on the part of Grand Juries. In relation to indictments ordered to be drawn up by Mr. Partridge's Grand Jury, Mr. Allen stated that the minutes of that Grand Jury would show that all work ordered had been properly attended to.

MAILING OBSCENE LITERATURE.

An Italian named Carmello Bertolini was arrested yesterday at No. 522 Fifth-avenue, South Brooklyn, and arraigned before Commissioner Winslow, on a charge of sending obscene literature through the mails. The circumstances which led to the offense, as detailed in the evidence, disclose a singular case of immorality, jealousy, and persistent revenge. The complainant is Mr. Michael Arthur, a leather-dealer of No. 84 Gold-street, New-York, in whose employ was a Mrs. Ellen Goodrich, a young widow, of No. 353 Degraw-street. In September, 1871, the latter met Bertolini in a Court-street car, on leaving which the Italian followed her and requested her acquaintance. He repeated his effort, and finally succeeded in establishing an intimacy with the widow, which led almost to her ruin. A few months since Mrs. Goodrich received and accepted an offer of marriage, and tried to shake off Bertolini. On finding that she was resolute in her determination the Italian, after striking her before her own door, wrote a history of their acquaintance, with, as now claimed, many exaggerations, and, having it printed in pamphlet form, mailed copies to many of Mrs. Goodrich's acquaintances. Mr. Arthur, her employer, received one of the obscene circulars and caused the arrest of Bertolini. After hearing the evidence of the plaintiff and Mrs. Goodrich, Commissioner Winslow decided to hold the prisoner in $2,500 bail to await the action of the Grand Jury.

THE BROOKLYN TRUST COMPANY.

The stockholders of the Brooklyn Trust Company will meet during the present week to decide upon the advisability of resuming business. The depositors are confident of receiving a full settlement of their claims, and the public excitement in relation to the company has subsided. It was yesterday ascertained that an investigation of the company's accounts was to have been commenced by a committee of the directors on the evening of the day on which the late President, E. S. Mills, was drowned at Coney Island.

WESTCHESTER COUNTY COURT.

The July term of the County Court and Court of Sessions for Westchester County commenced at the Court-house, White Plains, yesterday, before Hon. S. D. Gifford, County Judge, and Associate Justices of Sessions, Howe and Silkman. The principal case to be presented to the Grand Jury is that of Peter Terrill, charged with murdering Gilbert H. Robinson at Rye Neck, in April, 1869.

THE ASSESSMENT ROLLS.

CONTINUATION OF THE EXAMINATION BY THE SUPERVISORS' COMMITTEE.

The Supervisors' Committee, appointed to investigate complaints, and examine the tax-books of the Twelfth, Nineteenth, and Twenty-second Wards, held their third session yesterday in the Aldermanic Chamber, Supervisor Koch in the chair. A number of property-owners were present, and explained their grievances.

Phelps, Dodge & Co. made a complaint that an average increase had been made of $300 per lot on about thirty-five lots, between Fifty-seventh and Fifty-ninth streets, on the east side of Avenue A. The assessment on one lot had been increased from $900 to $2,000. All the property was unimproved, being high rocks and water lots; and in making the assessment, no regard had been taken of the actual value of the property.

J. Forschom claimed that the valuation on his property on Forty-seventh-street and Fifty-first-street, between First and Second avenues, being $3,000 and $4,500 respectively, was excessive, and should be reduced at least $500 each.

William Collins, of No. 319 East Forty-ninth-street, complained that his lot was valued in 1871 at $1,400, and in 1873 at $2,500, and considered that the amount should be reduced.

Joseph Kohlman, of No. 407 East Forty-sixth-street, claimed that a $4,000 assessment, instead of $4,750, would be a fairer valuation for his property, which rented for less than $40 per month.

Peter Rush, of No. 698 East Fifty-third-street, said that his property had been increased from $5,000 to $8,500 on the assessment books; that he had made no improvements, and that its real value had not increased. His next neighbor's property had ten feet more frontage, and was only assessed the same amount.

R. H. Beckwith complained that in two years his assessment had been increased for $5,000 to $13,000, and that the property at best would only realise about $1,600 per year from rental.

Warren Carl, of No. 539 Madison-avenue, owned two houses, which are assessed at $25,000 each, which is more than sixty per cent. of their value. They should be reduced to $20,000.

Adon Smith, corner of Forty-eighth-street and Madison-avenue, complained that one of his houses had been increased from $25,000 to $30,000; another from $35,000 to $40,000, and one vacant lot adjoining had been assessed at $8,000. He claimed that he could have got more for the property in 1871 than at the present time, and that the property had depreciated at least $20,000 by the erection of the Grand Central Depot.

Leonard Kurtz, of Fifty-fifth-street and Seventh-avenue, said his house was assessed at $10,000, while his next neighbor's house was assessed at $9,000; and that a fair valuation of each would not make either higher than $6,500.

Patrick Kearney, of No. 617 Lexington-avenue, wanted his assessment reduced from $12,000 to $8,500, as the property would have sold at a higher rate in 1868 than at the present time.

Thomas Casey, of Seventy-fifth-street, between Avenue A and First-avenue, complained that his lots had been assessed at $1,250, being an increase of $500 per lot, without any improvements having been made upon them.

Dr. F. Segur, of Fifty-sixth-street, between Second and Third avenues, complained that his lots had been increased from $900 to $1,500 each, which he considered overvaluation. He had already paid an assessment for sewerage to the amount of $351, and up to the present time there was neither gas, water, nor pavement near his property, which is covered by thirty feet of rock. He further complained that his assessment on the property No. 718 Lexington-avenue was too high by $2,000.

Mrs. A. C. Bassford, of Forty-sixth-street and Fourth-avenue, wanted her assessment reduced from $9,500 to $7,000 or $7,500, and she considered that amount to be excessive.

Scholle Brothers, the builders, complained that the assessment had not been properly equalized, and that their property, situated in various places in the Nineteenth Ward, had been increased from $34,000 to $115,000, without any equivalent improvement. He considered that $50,000 would be a fair valuation; but if the assessment was equalized he would not object to his property being assessed at $90,000. The assessment on one piece of property had been increased from $9,000 last year, to $20,000 this year.

Levi Jacobs, of No. 307 East Fiftieth-street, complained that he was assessed for $7,250, for property that he could not realize more than $10,000 cash for, and for which he only asked, on easy terms, $13,000. He wished the valuation reduced to $6,000.

Charles A. Kircheir appeared for several small property-holders on Seventy-third-street, near First-avenue. He asserted that he had protested against the last year's assessment, as the property was mainly hills and rocks, twenty to twenty-two feet high, and covered with shanties. The houses in the vicinity had several times been robbed of washing, jewelry, silver, &c., and no protection was to be had. $12,000 had been paid for property which had not realized three per cent. He thought a fair valuation would be $2,000 for the lots, and $5,000 for the houses.

J. Brady, of No. 8 Mitchell-place, (Forty-ninth-street,) between First-avenue and Avenue A, complained that the assessment of $6,500 was higher than the property would realize if sold. He claimed that $4,000 was high enough.

Mr. Rosenblat, of No. 325 East Fifty-seventh-street, wanted his assessment reduced from $8,000 to $5,000.

James Fetterich complained that he had last year been assessed for finished houses on the block between Fifty-sixth and Fifty-seventh streets on Sixth-avenue, where the property was then being built, and had produced no revenue until after January, 1873. One of the members of the Committee of Seventy, he said, had offered to get the amount reduced by one-fourth if he were only willing to pay for it; but Mr. Fetterich claimed the reduction of $105,000 as a right, on the ground stated. He also complained that his house, on Sixty-first-street near Lexington-avenue, was assessed at $17,500, while the next house was only assessed at $10,000.

B. J. Disbrow, of No. 269 East Seventy-eighth-street, complained that he was assessed at $4,000 and $4,500 for two houses which only cost $6,000, and he thought the assessment should be reduced to $3,000 each, as what improvements had been made had already cost him $1,200.

Maria J. Matthews, of No. 132 East Sixty-sixth street, had been assessed at $9,000 for a house she could not rent, and had, therefore, been compelled to live in. Of the three neighboring houses, two were empty, and she considered $7,000 was even too high an assessment.

P. Schuman said he had bought property for $20,000 less this year than it was sold for in 1871, and yet his assessment was increased from $40,000 to $50,000, when it should have been reduced to $30,000. The eight lots were situated on Fifty-eighth-street, near Third-avenue, and were partially vacant.

J. F. Boaniski, of Sixty-eighth-street, complained that he had been assessed for sixty-eight feet when he only had sixty-six feet; that to oblige his neighbors he had taken down a stable on the rear of his property, and thus reduced its value, and for this improvement he had been assessed an extra $7,000, when it was really a loss. He claimed that the $18,000 should again be reduced to $11,000.

The committee then adjourned to this forenoon at 11 o'clock.

MINOR CRIMES AND CASUALTIES.

In the Jefferson Market Police Court, yesterday, Michael Donohue, John Fisher, John Seidel, and William Derivan were held in $1,000 bail each to answer a charge preferred by Health Inspector L. A. Goldschmidt, of rendering tallow at No. 613 West Twenty-eighth-street, without a permit from the Board of Health. Charles Parker (colored) was committed for trial by Justice Cox, yesterday, on complaint of Margaret O'Neil, who charged the prisoner with stabbing her in the arm, and stealing from her a dress valued at $35. Justice Cox yesterday committed August G. Nolter on a charge of breaking into the premises of John Hagenbircher, at No. 318 Eighth-avenue, and attempting to steal a quantity of razors. At Essex Market Police Court, yesterday, Victor C. Julien, of No. 409 Second-avenue, was committed in $5,000 to answer a charge of stealing $3,350 worth of watches, gold and silver, ear-rings, bracelets, and crosses from Alfred Ricard, from whom he engaged a room on the 14th inst. The accused was arrested in Washington and brought on here on Saturday. He admitted having stolen the property, but said he was led to it by starvation. Martha McCutchen and Charles Phillips were yesterday held by Judge Coulter to answer for the theft of jewelry valued at $132 from Mrs. Parliman, No. 2,181 Third-avenue. A part of the stolen property was recovered. James T. Sheridan, a domestic, aged twenty, was yesterday committed by Judge Coulter, of the Yorkville Police Court, on a charge of robbing his employer, Charles G. Wolff, of No. 65 East Fifty-third-street, of jewelry valued at $100. The stolen property was found in the prisoner's possession. Michael McGrath, of No. 434 East Thirteenth-street, accidentally fell from his cart yesterday and sustained serious injuries. Edward Thomas, aged twenty-seven, residing at Port Chester, was seriously injured yesterday by a pile of lumber falling upon him at B. F. Janes' lumber yard, No. 78 Rutgers-slip; taken to Bellevue Hospital. Samuel Ginsburg, aged twelve, of No. 105 Bayard-street, was knocked down and run over by a stage at the corner of Broadway and Bleecker-street and severely injured. Christopher Rush, aged thirty-nine, fell out of a second-story window of his residence, No. 56 Macdougal-street, yesterday morning, and sustained serious injuries. Bernard McGuire, aged five years, of No. 355 Madison-street, fell from the fifth story of the above-named premises, and was fatally injured. George Cochrane, aged twenty-four, of No. 415 West Fifty-seventh-street, while at work at Seventy-second-street and Third-avenue, was seriously injured by an embankment caving in upon him. Taken to Bellevue Hospital. Margaret Hudson, aged twenty-one, residing at No. 622 Water-street, while in a despondent frame of mind yesterday attempted to commit suicide by taking morphia. She is expected to recover. Henry Cook, aged thirty-five, of No. 309 Avenue A, fell from a truck he was driving in Eleventh-avenue, and was severely injured. Taken to Bellevue Hospital. Geo. F. Wolf, of No. 313 East Thirty-seventh-street, who said he was a baker, was held for trial yesterday for stealing clothes, valued at $60, from Frank Helmrich, of Thirty-fourth-street and Second-avenue.

THE NORTH RIVER NUISANCES.

FOUR PERSONS ARRESTED YESTERDAY—DEMOLISHING THE OFFAL-SHEDS.

The action taken by the Board of Health yesterday to abate the offal nuisance at the foot of Thirty-eighth-street, North River, gives indication of the determination now evinced to enforce the provisions of the resolution passed on Friday last by that body. At an early hour in the morning Inspectors Gridley, Warder, and O'Hare visited the offal-sheds and rendering establishments of McNeil & Donohoe, and finding James Gilmore, the book-keeper, on the premises, sent for Officer Darke, of the Twentieth Police Precinct, who took Gilmore into custody. This was the only employe of McNeil & Donohoe at that time on the premises. About 10 o'clock the inspectors found Donohoe, with his engineer, Michael Keravan, and two laborers named John A. Dill and John Fisher, engaged in the rendering-sheds in Thirty-eighth-street. They applied to the Twentieth Precinct for a body of police to assist them in arresting the party, and officers Rancook, Crowe, Loper, and Darke were detailed for that purpose. As a large crowd of laborers was at this time assembled in the neighborhood, many of whom received employment in the rendering business, it was feared that opposition would be offered in making the arrests. Donohoe and his employes, however, submitted quietly, and were brought up at Jefferson Market before Justice Cox, and gave bail in $500 each to appear in court for violation of the Sanitary Code. James Gilmore, the book-keeper, was also held in the same sum.

Under these circumstances, business was completely suspended in the offal stalls and rendering sheds, and the atmosphere of the entire neighborhood was comparatively free from offensive odors. The business of the New-York Rendering Company also appeared to be partially suspended. About 3 o'clock in the afternoon, one of the health officers applied to the Superintendent of the company at the dock for permission to go out with one of the boats to ascertain whether the rendering business is carried on by the company outside of the City boundary, which extends on the north side from Spuyten Duyvil Creek to the Narrows in the Bay. The Superintendent declined giving the Inspector permission to go by the company's boat, and told him he should provide a boat for himself if he wished to inspect their premises on the other side. On being questioned by a TIMES reporter on the subject, the Superintendent stated that he did not refuse the Inspector permission to go by the rendering-boat. A change in the programme had been made, he said, and the boat would not leave that afternoon. About an hour later the President and Secretary of the company drove down to the dock, and it is supposed that the appearance of the Health Inspector had something to do with their visit.

The offal-sheds belonging to O'Neil, in Thirty-ninth-street, were being taken down in the afternoon by some of his own men, who proceeded with the work with evident reluctance. Two carpenters and three laborers were engaged, and about ten or twelve of the sheds were taken down at 4 o'clock.

The general condition of the docks on this part of the river is such as to call for the especial attention of the Board of Health. It is not alone from the offal shed of O'Neil and the dock of the New-York Rendering Company that the intolerable stench arises which poisons the surrounding atmosphere. Three or four sewers which carry down the dregs of the slaughtering-houses of the entire neighborhood discharge themselves at this point, and the flow of the river is so completely obstructed by the manure and offal sloops drawn up on either side, that the water is thick with filth and jet black with fœtid matter. It is a thousand times worse than any stagnant cesspool, and yet in this filthy slush a number of boys were bathing.

The New-York Rendering Company have promised the Board of Health that, hereafter, all the cutting up of dead animals, and the rendering of all offal and other animal matter shall be done on board the rendering-boat only in the Lower Bay. They have promised that the boat, on leaving the dock, shall proceed directly to the Narrows and shall remain there during the process of rendering. The dead animals, offal, &c., brought to the dock at the foot of West Thirty-eighth-street, are to be dumped into close boats, and are not to be disturbed in any way while the boats remain at the wharf. Yesterday morning the boat steamed down to the Lower Bay, with a sanitary inspector on board, but it remains to be seen whether this company, who, heretofore, have made promises apparently for the purpose of disregarding them when it suited their interests, will keep their latest pledges to the sanitary authorities.

OUR WATER SUPPLY.

The question of an unfailing water supply for New-York is one of so much importance that every one interested in the City's future has a suggestion to offer in regard to it. It would seem to be accepted generally that the present supply, while not insufficient now, will not continue to be equal to the demands of the increasing population. What New-York will soon be, growing as it has grown in the past, and the quantity of water it will require, it is easy to imagine. And even now nearly double the amount furnished would be used if it flowed as freely as the people need it. A recent article in THE TIMES directed attention to the subject, and a communication from a correspondent, published in Sunday's edition, called attention to the subject of augmenting the supply by borings on Manhattan Island itself. A reporter called yesterday upon Dr. Wooster, who was known to possess some information concerning borings made by a civil engineer named Sullivan, in this City, some time ago, with a view to furnishing the City with water in this way. The doctor was willing to impart to the public, through THE TIMES, anything he knew about the subject. He said that in 1832 he was acquainted with a very clever civil engineer named Sullivan, a graduate of one of the New-England colleges. At that time the City was supplied by wells, and its population was little more than a fifth of what it is now. Mr. Sullivan agitated the question of supplying water by these borings. Accordingly, a number were made—about eleven, and with a twelve-horse power engine each one supplied ninety gallons a minute. Mr. Sullivan, who has long since been dead, claimed that this supply would be uniform throughout the whole island, as it was in the borings made. His idea was that the water came from the Alleghany Mountains. But the Manhattan Bank then held its charter, subject to a provision that it should keep its water-works going in the rear of the old Chambers-street Theatre, and when the matter came before the Common Council they would not adopt it, the bank "influence" being too much for Mr. Sullivan. Dr. Worster does not at present attach much importance to these borings. He thinks, however, that it is as well it should be generally known that in case any difficulty should occur to the City that it could thus provide itself with a plentiful supply of pure water. The doctor thinks that the best place to supply New-York from would be the Adirondack lakes. There, if the forests are not tampered with, the supply will continue to be inexhaustible, as it has been in the past.

CORONERS' CASES.

Michael Lunney, the Irish 'longshoreman, of No. 46 Charlton-street, who was stabbed at his residence at 11:30 o'clock on the night of the 19th inst., by Peter McKenna, an engineer on a Rio steamer, died in Bellevue Hospital yesterday. Deputy Coroner Cushman made a post-mortem examination, and found two stab wounds which entered the peritoneum and caused death by peritonitis. The facts connected with the case are briefly as follows: McKenna, who was acquainted with Lunney's wife before her marriage, boarded with the family in Charlton-street. Lunney was jealous of him, and on the night in question Lunney, Lunney's wife, and McKenna went to market together, got drunk on the way home, and a quarrel followed, during which Lunney was stabbed by McKenna, who was immediately arrested. Coroner Herrman will hold an inquest in the case on Friday next....James Coulson, a reporter attached to the New-York *Herald*, on Wednesday night last, went to the steam-ship City of Chester to write a description of that vessel, which was then lying at Pier No. 45 North River. Since that time he was not seen alive. On Saturday the body of a young man was found in the East River, at the foot of Rivington-street. It was very much decomposed, and Deputy Coroner Leo, who made an examination, could not discover any marks of violence. A letter addressed "My Dear Jimmy," and signed "Your affectionate brother, Thomas Coulson, Cootehill, Ireland," with a number of tickets for the Michael Kelly benefit base-ball game, were found on the clothing of deceased. Yesterday the body was identified as that of Mr. Coulsen.

FATAL STABBING AFFRAY.

Yesterday evening at 6 o'clock Jeremiah Connor, a boy fourteen years old, was standing in front of his residence, No. 51 Mulberry-street, conversing with some other boys, when a boy named Lyons, twelve years old, residing at No. 65 Mott-street, came up and began a quarrel with Connor. Connor kicked Lyons in the stomach, when Lyons jumping back, snatched a clasp-knife from the hand of a boy named Burke, who was standing by, and stabbed Connor under the right shoulder. He then escaped. Connor was carried to the Sixth Precinct Station, whence he was removed to the Park Hospital by Dr. Joyce. On examining the wound it was found to be of a fatal character, the knife having evidently entered and passed through the lung, and severed several arteries. Capt. Kennedy and Detective Dolan are in search of Lyons.

CITY AND SUBURBAN NEWS.

NEW-YORK.

The Board of Assistant Aldermen met yesterday, and adjourned to Monday for want of a quorum.

Mr. Ackert, one of the nominees for Police Justice, had a long interview yesterday with Mayor Havemeyer.

Chamberlain Lane reports that the receipts last week were $366,730 50, and the payments $1,091,131 52. The amount in the Treasury July 26, was $2,394,204 81.

The annual festival of the pupils of the Turn school of the New-York Turnverein, at Jones' Wood, yesterday, attracted a large attendance. An exhibition of gymnastics was given.

We are once more indebted to the management of the White Star line, and to the officers of the Adriatic—at this port Sunday night, with dates later by three days than those already at hand—for valued additions to our European files.

The Hand-in-Hand Bund, a German co-operative organization, gave a picnic and Summer night's festival at Hamilton Park yesterday, in which several German vocal societies assisted. The programme in-cluded a promenade concert and an illumination in the evening.

Matthew Bussey, who was sentenced to ten years' imprisonment at Sing Sing for shooting a man in Greene-street, in January last, and who escaped from prison on Friday last, was captured in this City by Detective Von Gerichten, of the Twenty-eighth Precinct, on Saturday night, and taken back to his old quarters yesterday.

Controller Green reports the following amounts paid yesterday into the City Treasury: Arrears of taxes, assessments, water rents, and interest, $15,427 19; assessments for street-openings, improvements, and interest, $8,073 05; water rents penalties, $24,561 14; market rents and fees, $736 43; licenses, $38 25; sales of *City Record*, $10 44; total, $48,846 50.

Mr. F. C. Bowen, the counsel of Carl Vogt, who is in custody on a charge of murdering the Chevalier Du Bois de Bianco, in Brussels, upward of a year since, recently addressed a communication to the Secretary of State, inquiring if there was any truth in the statement that he intended to release the prisoner. The Secretary of State replied that the matter was still under consideration.

About 6:30 A. M. yesterday a fire occurred in the two-story frame buildings Nos. 220 and 222 East Thirty-eighth-street, occupied by Patrick McMahon as a rag and junk shop, causing $500 damage to stock and buildings; no insurance. At 7 A. M. a fire occurred in the liquor-store of Patrick McDonald, No. 479 Ninth-avenue, resulting in $150 damage to stock and building; insured. At 11:30 A. M. yesterday a fire occurred in the two-story frame dwelling of Jacob Meyer, in Tenth-avenue near Seventy-sixth-street, caused by children setting fire to some shavings. Damage $10.

BROOKLYN.

The Williamsburg Dispensary and Hospital was, yesterday, opened for the reception of patients.

On Sunday only 3,681 persons visited Prospect Park, the attendance for the preceding week numbering 217,460.

It seemed to be generally understood yesterday that the vacant Police Commissionership would be filled without doubt during the present week.

During last week the four Pound-masters received 180 dogs, of which 164 were killed, fifteen kept in pound awaiting claimants, and one only returned to the owner.

Yesterday the fourth and last of the twenty-five ton bridge anchor plates was moved from the foundry in South Brooklyn to the anchorage ground in James-street, drawn by twenty horses.

The launching of the new steam-ship built for Messrs. Alexandre & Sons is to take place to-morrow, at 2 P. M., from J. Englis' yard, Greenpoint. She is to be named City of New-York, and is longer than any of her sister ships.

Yesterday, the attention of Coroner Jones was called to the condition of Mary McMullin, who was lying at No. 56 Columbia-street in a critical condition from the effects of malpractice. A physician, who was called to see her, discovered in her trunk the body of a new-born infant, which she told her neighbors she had thrown into the river. No ante-mortem statement has been taken, as the attending physicians anticipate the recovery of the woman.

Mr. Joseph Marshall left his place of business No. 241 Fulton-street, on the afternoon of the 20th inst., and has not been seen since. The missing merchant was an Englishman by birth, and, with his wife, conducted a ladies' furnishing-store at the above number. When leaving, he carried a considerable amount of money with him, and, as the Sheriff yesterday seized the store for debt, it is supposed that Mr. Marshall collected a considerable amount and deserted his business and family.

LONG ISLAND.

The copious and widespread showers of Saturday night and Sunday so effectually quenched the forest fires at the east end of Long Island that no further danger from them is apprehended.

The adjourned examination of Mrs. Sarah Layman, for the alleged attempt to murder her husband, George Layman, was resumed yesterday, and again adjourned after the cross-examination of Mr. Layman.

It is understood that the Johnson Brothers, the well-known New-York pool-sellers, late last week, closed negotiations with Mr. James Finley for the purchase of the Suffolk Course, at Huntington. They propose immediately to commence the training of horses, and to widen and level the track, erect a hotel at a cost of about $8,000, with a grand and judges' stands, and to inclose the entire lot with a high board fence. The track will be governed by the rules of the National Association.

The prize-fighter Seddons, with George Lees and John Murphy, arrested at Rockaway on Saturday and lodged in the cells at the Town Hall of Jamaica, were released on bail yesterday by Justice Snedeker, Jamaica. C. Dentar and J. Wiley, of Jamaica, became bondsmen for Murphy, and John Hamilton, of Fourth-street, Williamsburg, for Seddons and Lees. The parties will have an examination to-morrow. It is understood that District Attorney Downing is determined to see that they are properly punished, and will be present at the examination on behalf of the people.

WESTCHESTER COUNTY.

Burglars entered the dwelling of Mr. Palmer, Tenth-avenue, near Third-street, Mount Vernon, on Sunday night, and stole a valuable brooch, an overcoat, and other articles.

The Germans of Morrisania, West Farms, and King's Bridge, in view of the prohibition of Sunday liquor-selling in the Metropolis, do not favor annexation, as there is now a steady Sabbatical high tide of thirsty Teutons tending toward them, which they are loth to lose.

In justice to Mr. Zabinskie, shoe-dealer, of Morrisania, whose son was recently arrested on suspicion of having set fire to the store, it may be stated that after an examination in the matter, at which the agents of the two insurance companies interested expressed their conviction that the accused was innocent, he was discharged from custody.

STATEN ISLAND.

Last night Frederick Wierth, a baker, about thirty-nine years old, committed suicide by drowning himself in the cistern in the rear of his residence, at Port Richmond. Coroner Dempsey, of New-Brighton, held an inquest, and a verdict of temporary insanity was recorded.

The heavy rains of Sunday played with the garden vegetables throughout the island by washing them almost out of the ground, and damaged the roads and streets to a considerable amount in Edgewater village. Many cellars were filled with water, particularly at Rocky Hollow, where eight or ten were flooded in one block. Many fowls were also drowned.

NEW-JERSEY.

A boy named Kelly, living in Jersey City, fell into a garbage-box, Sunday, and broke his arm.

Four ladies were baptized Sunday afternoon in the Red Woods brook, by Rev. Dr. Bouvard, of the First Baptist Church.

The house of L. L. Hyatt, at East Brunswick, was struck by lightning Sunday afternoon, but none of the inmates were injured.

Henry McCarthy, tillerman of Truck No. 1, of Jersey City, was severely injured, Sunday evening, by the overturning of the truck while going to a fire.

Michael Dunham was drowned in the Passaic at Caldwell, yesterday. He had gone into the river to bathe, and accidently got beyond his depth. The body was recovered.

The Knights of the Round Table of Jersey City last night gave a reception to ex-Chief McWilliams. The occasion was enlivened with music, fireworks, and speeches.

Henry Thompson, colored, of Passaic, Sunday night, was seized with a fit of somnambulism and walked out of a second-story window. He lies in a critical condition.

John J. Early, of Lancaster, Penn., was found yesterday morning, in the swamp at Mount Holly with a terrible gash in his throat, and nearly dead. He revived under medical treatment sufficiently to state that he had been waylaid by three men, who knocked him down, cut his throat, and robbed him of $70. Hopes are entertained of his ultimate recovery.

In the case of Gurchius Maurer, who was found dead in a creek near Carlstadt, Sunday morning, the jury yesterday returned a verdict of accidental drowning. Two witnesses saw Maurer in the vicinity of the creek alone on Saturday, and testified that they saw him walk into the creek, but as he had his clothes on they supposed he merely intended washing his feet.

Charles Smith, of Weehawken, was taken with a fit while sitting on the dock at that place, Sunday afternoon, and fell into the river. He was rescued, but fifteen hours elapsed before he recovered consciousness.

BASE-BALL.

The fifth game of the championship series between the Atlantic and Baltimore Clubs was played yesterday afternoon in the presence of about 600 persons. The threatening look of the clouds doubtless kept away a large number. The game was an exceedingly exciting one, and a beautifully played one by the visitors. The Atlantics played a large part of the game in faultless style, but made errors enough in the rest to neutralize the good play. It was a Waterloo defeat for them, and but for a lucky hit of Britt's in the ninth inning, the club would have suffered that *bête noir* of ball players, a trip to Chicago. The canaries pulled through with but one fielding error, which fact speaks volumes for the excellence of their play. Ferguson and Pearce carried off the honors of the field. Pabor and Boyd dropped fly-balls in a style altoge ther foreign to their usual manner of proceeding. McVey caught in fine style, and Force played third in a superb way. The following is a summary of the game:

ATLANTIC.	R.	1B.	P.	O. A.	BALTIMORE.	R.	1B.	P.	O. A.
Barlow, c.	0	1	3	3	Radcliffe, s. s.	0	0	4	4
Pearce, s. s.	0	0	0	3	McVey, c.	0	2	2	0
Boyd, r. f.	0	0	0	1	Pike, r. f.	0	1	1	0
Ferguson, 3d b.	0	0	2	5	Carey, 2d b.	1	1	2	3
Burdock, 2d b.	1	0	3	3	York, l. f.	0	2	0	0
Britt, p.	0	1	0	1	Force, 3d b.	0	2	2	5
Dehlman, 1st b.	0	1	11	0	Hall, c. f.	1	0	2	0
Pabor, l. f.	0	2	7	0	Mills, 1st b.	2	1	14	0
Remsen, c. f.	0	1	1	0	Cummings, p.	2	1	0	4
Total	1	6	27	16	Total	6	10	27	16

RUNS SCORED EACH INNING.

	1st.	2d.	3d.	4th	5th.	6th.	7th.	8th.	9th.	
Atlantic	0	0	0	0	0	0	0	0	1	—1
Baltimore	0	0	2	0	0	1	2	0	1	—6

Umpire—Mr. Mathews, of the Mutual Club.
Time of Game—One hour and forty minutes.
First Base by Errors—Atlantic, 1 time; Baltimore, 8 times.
Runs Earned—Atlantic, 0; Baltimore, 1.

The Flyaways defeated the Irvingtons at Newark, yesterday, by the following score:

INNINGS.

	1st.	2d.	3d.	4th.	5th.	
Flyaways	0	1	2	3	4	—10
Irvingtons	3	0	2	0	0	— 5

CHICAGO CATTLE MARKET.

CHICAGO, July 28.—Cattle dull; buyers and sellers are holding apart; receipts, 4,500 head; a few lots of good to choice shipping Steers sold at $5 46@$5 90; common Texans and Indians, $2@$3 05; shipments, 1,800 head. Hogs; receipts, 11,000 head; market moderately active and prices unchanged; sales of fair to good at $4 40@$4 75; choice to extra, $4 80@$4 90; closing quiet and rather weak; shipments, 6,000 head. Sheep dull and unchanged; receipts, 418 head.

HAVANA MARKETS.

HAVANA, July 26.—Sugar—The business of the week has been small; stock in warehouses at Havana and Matanzas, 428,500 boxes and 27,000 hhds.; receipts of the week at Havana and Matanzas, 22,500 boxes and 4,000 hhds.; exported during the week from Havana and Matanzas, 40,500 boxes and 4,600 hhds., including 6,000 boxes and 3,000 hhds. to the United States. Sugar—No. 10 to 12 Dutch Standard, 11¼@11¾ reals ℔ arroba; Nos. 15 to 20 do., 12¾@14¾ reals; Molasses Sugar, 7½@8½ reals. Molasses nominal; Clayed, 4 reals ℔ keg; Muscovado 4 reals for Mixed; Muscovado Sugar, inferior to common, 8@8½ reals ℔ arroba; fair to good refining, 9@9½ reals; grocery grades, 11¼@11¾ reals. Bacon quiet but firm at $19@$20 ℔ cwt. Butter in fair demand; superior American, $35@$36 ℔ quintal; Goshen, $44@$45 ℔ quintal. Flour dull at $17@$19 ℔ bbl. for American. Hams steady; American Sugar-cured, $30@$32 ℔ quintal. Lard firm; in kegs, $20 ℔ quintal; in tins, $21 50@$22 50 ℔ quintal. Potatoes buoyant at $13 50 ℔ bbl. Tallow firm at $16@$17 ℔ quintal. Wax steady; Yellow, $11 50@$12 ℔ arroba; White, $19@$22 ℔ arroba. Honey quiet. Onions nominal. Coal-oil, in tins, steady at 5½ reals ℔ gallon. Empty Hogsheads firm at $5 50@$5 75. Lumber—Pitch Pine in fair demand; White Pine nominal. Shooks—Box quiet; Hogshead nominal. Naval Stores nominal. Hoops—Long Shaved in fair demand at $95@$100 ℔ M. Freights firm; ℔ box of Sugar from ports on the north coast for the United States at $2@$2 25; ℔ hhd. of Sugar loading at Havana for the United States, $9@$9 50; from ports on the north coast to United States, $10; per hhds. of Molasses from ports on the north coast for the United States, $5 50@$6; to Falmouth and orders, loading at Havana, 62s. 6d.@65s.; loading at other ports on the north coast of Cuba, 67s. 6d.@70s. Exchange nominal; United States, sixty days, currency, 30½@31 ℔ cent. premium; Gold, 49 ℔ cent. premium; Short Sight, gold, 51 ℔ cent. premium; on London, 64½@66; on Paris, 47@47½.

[Advertisement.]

GOING TO CHICAGO.—The Chicago engagement of Dr. B. C. PERRY, the skillful dermatologist, precludes the possibility of his usual annual visit to Boston this season. Therefore, those of our citizens and the vicinity who require the Doctor's attention for diseases or complaints of the hair, scalp, or face, should address him until Saturday, Aug. 3, at his New-York Office, No. 49 Bond-st.

[Advertisement.]

A NOTICE.—Fourteenth-street and Sixth-avenue, New-York. It will pay you well to go to R. H. MACY & Co.'s "every day."

PASSENGERS ARRIVED.

In steam-ship Adriatic, from Liverpool.—W. H. Kimball, S. B. Robinson, O. M. Barnes, Mrs. Barnes, O. F. Barnes, Miss N. Barnes, Master E. Barnes, C. P. Goss, E. D. Tuttle, George Walker, J. Michaud, H. S. Smith, T. C. Wilkinson, S. Moss, Mrs. Moss, Mr. Horton, Mrs. Horton, Miss Pratt, L. D. Newell, Dr. R. H. Rice, Mark Finlay, Louis F. Martin, Miss M. Woart, E. O. Potter, Mrs. Potter, V. B. Buck, Jas. Leany, Mrs. Pratt, Master B. Pratt, Miss Fanny Pratt, Miss Spencer, Miss K. Pratt, Mr. S. Pratt, Sr., nurse and infant, J. B. Southerland, Mr. McKhurgy, Mrs. McKhurgy, Mrs. C. F. Taylor, Rev. C. Murphy, Rev. W. H. Elliott, J. A. Richardson, G. Redall, T. Redall, James Redall, Mr. and Mrs. Perry, S. Kawagi, S. Masuda, K. Kawana, K. Kirhira, A. Surata, Mr. Imowye, Mr. Numa, G. H. Hodges, H. H. Ellison, H. L. Carpenter, C. C. Hickok, Miss M. E. Beck, Joel Bean, Mrs. Bean, Hon. D. R. Paige, Mrs. Paige, Mrs. L. Barnes, Rev. Mr. Phelps, Mrs. Phelps, J. P. Farrell, Mrs. Jas. Andrews, Miss Ella Andrews, W. Y. Agard, S. B. Sargent, W. J. Taylor, F. T. Agord.

In steam-ship City of Antwerp, from Liverpool.—Mr. Knibb, Mr. and Mrs. Grundy, Mr. and Mrs. Debarre, Mr. Cook, Mr. Howe, Miss Howe, Mr. Pearcly, Mr. Fiskey, Mrs. Read, Mr. Cummins, Miss Cummins, Mrs. Knight, Mr. Arnoom, H. E. Smith, T. Collins, Mr. and Mrs. Deon, Mr. and Mrs. Owen, Mr. Fidds, Mr. and Mrs. Anthony, Miss Anthony, Mr. Jones, C. Foster, J. Pike, Mr. O'Connor, Miss Moore, Miss E. Moore, P. J. Colyer, J. Kerwin, Martin Kerwin, Miss Dunne, Miss R. Dunne, Mr. Melody, wife, and 4 children, John Lamb, Miss Baxter, Mr. Hovell.

In steam-ship Magnolia, from Savannah.—Mrs. M. B. Adams, Mrs. G. A. Burt, S. B. Palmer, wife and child, F. M. Hull, wife, child, and servant, Lieut. B. F. Macantyre and wife, Miss H. F. Tattnall, Mrs. E. A. J. Bacon, Mrs. J. O. Allen, Mrs. L. A. Ford, Mrs. Peter Lawless, Mrs. Sarah Vandigrift, Miss Annie Helmken, Miss Mary A. Walker, Dr. J. T. Love, Capt. Abaille, Wm. H. Batty, E. Flint, J. G. Ruan, Jas. Cullen, E. T. Wood, H. B. Chalmers, and 3 in the steerage.

In steam-ship Tybee, from San Domingo City, &c.—D. Colombie, Jose Bartoli, Paul Jones and wife, Fletcher Jones, R. D. Robison, W. M. Patton, W. L. Powell, Clarence Cary.

MINIATURE ALMANAC—THIS DAY.

Sun rises.....4:53 | Sun sets.....7:18 | Moon sets.10:09
HIGH WATER—THIS DAY.
Sandy Hook.11:02 | Gov. Island.11:51 | Hell Gate..1:13

MARINE INTELLIGENCE.

NEW-YORK......MONDAY, July 28.

CLEARED.

Steam-ships Bristol, Wallace, Philadelphia, J. Hand; Franconia, Bragg, Portland; Middlesex, Buell, Providence, Rackett & Brother.

Barks Baylestad, (Norw.) Aamoneen, Cork or Falmouth for orders, Funch, Edye & Co.; Billy Simpson, (Br.,) Currie, Constantinople, H. J. De Wolf & Co.; Massachusetts, Schulenberg, Hamburg, Ruger Brothers; Allemania, (Ger.,) Grodt, Rio de Janeiro, Funch, Edye & Co.; Leth, (Aus.,) Qugrezzia, Cork or Falmouth, Slocovich & Co.

Brigs S. P. Smith, Dodge, Barcelona, Spain, Miller & Houghton; Belle Walter, (Br.,) Shaw, Liverpool, Eagle, Blakslee & Smyth; Thomas Turrell, Thompson, Mayagues, L. W. & P. Armstrong; John Shay, Nickerson, Lisbon, A. Abbott; L. M. Merritt, Hanemann, Cardenas, J. E. Ward & Co.

Schrs. Henry Middleton, Brower, Porto Plata, Dovale & Co.; Speedwell, Drisco, Sydney, C. B. Simpson, Clapp & Co.; Hiawatha, Dixon, Laguayra, B. J. Wenberg; Peter Mitchell, Chauncey, Port Lemon, B. J. Wenberg; Frank Treat, Dewey, Santa Cruz, B. J. Wenberg.

ARRIVED.

Steam-ship George W. Clyde, Cole, Galveston July 19, via Key West 23d, with mdse. and passengers to C. H. Mallory & Co. July 24, lat. 26 21, lon. 79 50, spoke bark Easter Prince, from Jamaica for London; 27th, lat. 38 7, lon. 74 24, passed steam-ship James Adger, hence for Charleston.

Steam-ship Delanoy, San Domingo City July 20, Samana 21st, and Porto Plata 22d, with mdse. and passengers to Samana Bay Co.

Steam-ship City of Antwerp, (Br.,) Delamotte, Liverpool July 15, via Queenstown 16th, with mdse. and 511 passengers to John G. Dale.

Steam-ship C. F. Funch, (Belg.,) Knudsen, Antwerp July 10, with mdse. and 158 passengers to Funch, Edye & Co. July 19, lat. 47 20, lon. 36 41, spoke a bark showing signal letters F. N. V. W., (com. code.)

Bark P. Bredsroff, (Norw.,) Terkisen, Greenock 45 ds., in ballast to master.

Bark Pallas, Bidde, of and 18 ds. from Belize, Hon., with logwood, &c., and 2 passengers to Wm. Jex.

Brig Estelle, (of Granville, N. S.,) Bishop, Ponce, P. R., 15 ds., with sugar to Heney & Parker.

Brig Airolo, (Br.,) Ellis, San Blas 22 ds., with ivory nuts to J. F. Whitney & Co.

Schr. T. B. Fithian, Munroe, Powel's Point, N. C., 3 ds., with watermelons to master.

Schr. Robert Myhan, Doane, Baracoa 10 ds., with fruit to E. Puig & Co.—vessel to B. J. Wenberg.

Schr. Anna Currier, (of St. John, N. B.,) Peck, St. John, N. B., 13 ds., with lumber to Jed Frye & Co.—vessel to Heney & Parker.

Schr. Maggie Bell, (of Rockland,) Hall, Hillsboro, N. B., 10 ds., with 160 tons plaster to D. R. DeWolf & Co.—vessel to H. P. Brown & Co.

Schr. Emma L. Porter, (of Provincetown,) Sparks, Santa Martha 19 ds., with hides, skins, &c., to D. De Castro & Co.—vessel to Brett, Son & Co. July 25, lat. 35 35, lon. 74 20, spoke whaling-schr. N. J. Knight, (of Provincetown,) had taken 200 bbls. of humpback oil; same time, whaling schr. Rising Sun, (of Provincetown,) had taken 200 bbls. humpback oil and 100 bbls. sperm oil.

BALL, BLACK & CO.,
Nos. 565 and 567 Broadway.
A LARGE ASSORTMENT OF
BRAZILIAN DIAMONDS,
FINEST QUALITY,
AND AT THE LOWEST PRICES.

Schr. Anthony Killery, (of Staten Island,) Hale, Gr[illegible] Island 8 ds., with pine-apples to Wm. Douglass—vessel to master.

Schr. Gussie Wilson, Boyd, Windsor, N. S., with plaster for Philadelphia.

Schr. America, Ingraham, Rockland, with stone for Richmond, Va.

Schr. Commerce, Terry, Rockland, with lime to J. R. Brown.

Schr. E. Arcularius, Peck, Rockland, with lime to J. V. Haviland.

Schr. Martha Weeks, Smith, Sullivan, with lumber for Rondout.

Schr. Lucy Blossom, Baker, Boston, for Philadelphia.

Schr. Mary Brewer, Saunders, Rockland, with stone to Bridge Company.

Schr. Ira Hudson, Greeley, Rockland, with lime to J. R. Brown.

Schr. Geo. S. Shattuck, Allen, Thomaston, with lime to J. V. Haviland.

Schr. Plow Boy, Elliott, Boston, for Philadelphia.

Schr. Cyrus, Fossett, Pierce, Boston, for Philadelphia.

Schr. Ripple, Brown, Vineyard Sound, with fish to J. Comstock.

Schr. Hastings, Chase, New-Bedford.

Schr. Col. Wells, Vail, Nantucket, with lobsters to Geo. Moon.

Schr. Redwing, Haley, Martha's Vineyard, with fish to Haley & Co.

Schr. J. N. Ayres, Stamford.

Schr. R. A. Forsyth, Hobbie, Stamford.

Schr. Lady Antrim, Carter, Wareham.

Schr. Cynthia Jane, Gardner, Providence, for Rondout.

Schr. John Brooks, Fox, Providence, for Elizabethport.

Schr. D. L. Sturgess, Chase, New-Bedford.

Schr. Isabel, Rackett, Nantucket, with fish to Haley & Co.

Schr. Martha Maria, Thurston, Calais, with lumber to order.

Schr. William Voorhis, Goldsmith, Providence.

Schr. Jane Fish, Gates, Providence.

Schr. Isabel Alberto, Tooker, Bridgeport for Baltimore.

Schr. W. W. Babcock, Dickens, Westerly.

Schr. Astria, (Br.,) Percy, Hillsboro, N. B., 15 ds., with plaster for Newark.

Schr. Anna B. Jacobs, Jones, Plymouth, with lumber to E. C. Smith.

Schr. Sallie Chartre, Trefeathen, Taunton.

Schr. Malabar, McCarty, Belfast, with lumber for Rondout.

Schr. Texas, Champlin, New-London, for Elizabethport.

Schr. T. P. Abel, Carr, Wickford, for Rondout.

Schr. E. H. Brasos, Smith, Hartford, for Elizabethport.

Schr. Etta May, Dix, Calais 12 ds., with lumber to G. Boardman.

Schr. Decatur, Oakes, Baker, Plymouth.

Schr. Hattie S. Collins, Tribble, New-Haven.

Schr. Iona, Kendell, Bangor, with lumber for Philadelphia.

Schr. Alida, Eaton, Providence, for Elizabethport.

Schr. Kate Scranton, Palmer, Providence, for Rondout.

Schr. Bonny Ives, ——, Ellsworth, with lumber.

Schr. G. C. Hart, Kelly, New-Bedford, for Baltimore.

Schr. Indiana, Pendleton, Fall River.

Schr. Charleston, Trimm, Fall River.

Schr. Daniel Webster, Packer, Providence, for Elizabethport.

Schr. O. F. Hawley, Boyler, Providence, for Elizabethport.

Schr. John Goodspeed, Gorham, Providence.

Schr. Hannah Chave, Gates, Portland, Conn.

Schr. S. M. Tyler, Borden, Newport, for Elizabethport.

Schr. Phil. Sheridan, Murphy, Fall River.

Schr. J. H. Perry, Kelly, New-Bedford, for Philadelphia.

Schr. Hester, Davis, Portchester, for Elizabethport.

Schr. John Mettler, Parker, Wareham.

Schr. Geo. Kilborn, Stanley, St. John, N. B., 15 ds., with lumber to order.

Schr. Lilly, Cole, Charleston 7 ds., with lumber to Evans, Ball & Co.

SAILED—Ship New World, for London.

WIND—Sunset, light, S. E.; thick fog.

BY TELEGRAPH.

BOSTON, July 28.—Arr. steamer George Appold, from Baltimore; Norman and Rattlesnake, from Philadelphia; Nereus, from New-York; bark Sarah Hobart, from Cadiz; brigs Grace Lothrop, from Cape Haytien; Citizen, from St. Marc; schrs. Old Chad, from Baracoa; J. P. Wyman, from Charleston.

The schr. Senator, from New-York for Boston, ashore on Bishop and Clark's Ledge, will be sold as she lies on the rocks, having been so badly damaged in the recent easterly storm that she is not worth the cost of getting her off. Nearly all of her cargo has been saved and forwarded to its destination.

CHARLESTON, S. C., July 28.—Arr. steamer Virginia, from Philadelphia; schr. John Somes, from Boston.

FORTRESS MONROE, July 28.—Arr. bark Ada Carter, from Rio, for orders. Passed in for Baltimore, barks Aquilla, from Genoa; Cricket, from Rio. Passed out, barks Clifton, for Rio, and Mattie, for Falmouth.

NEW-ORLEANS, July 26.—Sld. Steam-ship New-Orleans, Gager, New-York.

SAVANNAH, Ga., July 28.—Arr. steam-ship Herman Livingston, from New-York.

Sld. steam-ship America, for Baltimore.

SAVANNAH, Ga., July 28.—Arr. schr. Dorma Anna, from Havana.

EUROPEAN MARINE NEWS.

QUEENSTOWN, July 28.—The Williams & Guion line steam-ship Minnesota, Capt. Freeman, from New-York July 16, for Liverpool, arr. here this morning.

LIVERPOOL, July 28.—The Allan line steam-ship Polynesian, Capt. Scott, from Quebec July 19, has arr. here.

MOVILLE, July 28.—The State line steam-ship Alabama, Capt. Flint, from New-York July 15, for Glasgow, arr. here to-day.

PLYMOUTH, July 28.—The Hamburg-American line steam-ship Silesia, Capt. Hebich, from New-York July 17, for Hamburg, arr. in this harbor at 2:30 A. M. to-day.

SOUTHAMPTON, July 28.—The steam-ship Elbe, from Aspinwall and West India ports, has arr. here.

The North German Lloyd's steam-ship Konig Wilhelm I., Capt. Hirdes, from New-York July 16, for Bremen, arr. here at 5 o'clock this afternoon, and soon after proceeded for her destination.

TIFFANY & Co.,
UNION-SQUARE.
BRONZES, CLOCKS, AND MANTEL SETS.

JAY COOKE & CO.,
NO. 20 WALL-ST., NEW-YORK.
EXCHANGE ON
LONDON, PARIS, BERLIN, FRANKFORT, BREMEN, VIENNA.
Cable Transfers,
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SARSAPARILLIAN RESOLVENT,
The Great Blood Purifier.
FOR THE CURE OF ALL
CHRONIC DISEASES, SCROFULA, ULCERS,
CHRONIC RHEUMATISM, ERYSIPELAS,
KIDNEY, BLADDER, AND LIVER
COMPLAINTS, DYSPEPSIA,
AFFECTIONS OF THE LUNGS AND THROAT;
PURIFIES THE BLOOD,
RESTORING HEALTH AND VIGOR;
CLEAR SKIN AND BEAUTIFUL COMPLEXION
SECURED TO ALL.
Sold by druggists. Price $1 per bottle.

DR. RADWAY'S
REGULATING PILLS,
perfectly tasteless, elegantly coated, for the cure of all disorders of the stomach, liver, bowels, kidneys, bladder, nervous diseases, headache, constipation, costiveness, indigestion, dyspepsia, biliousness, bilious fever, inflammation of the bowels, piles, and all derangements of the internal viscera. Warranted to effect a positive cure. 25 cents a box. Sold by druggists.
DR. RADWAY & CO., NO. 32 WARREN-ST.

KINGSFORD'S
Oswego Corn Starch,
IN SEASONS OF CHOLERA OR ANY PREVAILING EPIDEMIC,
IS A MOST HEALTHFUL ARTICLE OF DIET.
It is made from the most delicate part of INDIAN CORN, and is PERFECTLY PURE. It is easy of digestion, and a delicious and most nutritious SUMMER FOOD.
For 40 years it has stood unrivaled for purity and perfection.
Get none but the ORIGINAL PREPARATION with T. KINGSFORD & SON'S name on each package.
BEWARE OF IMITATIONS.

CHOLERA
IS APPROACHING US. BE PREPARED WITH A SAFEGUARD.
During the last terrible visitation in England, the preventive treatment of Dr. Geo. Johnson (now the Senior Physician of the great King's College Hospital, in London,) was universally adopted by the Faculty. Every family should have this prescription in the house. It can be prepared quickly by any respectable druggist when wanted. Do not apply to the notorious quacks who advertise in the public papers, or imperil your health with their remedies that profess to cure everything. COMMON SENSE SHOULD PREVAIL.
Dr. BOYCE will mail this well-tried prescription to any address, on receipt of a fee of one dollar. No. 24 BROAD-ST., New-York, Room No. 16.

STRICTURE AND FISTULA RADICALLY cured, without knife, caustic, or detention from business. Diseases of the pelvic viscera. Diseases and deformities of the eye, nose, face, and person. HENRY A. DANIELS, M. D., No. 144 Lexington-av.

TOO LATE FOR CLASSIFICATION.

WHITE CROSS LINE.
STEAM TO ANTWERP DIRECT.
The splendid new, powerful steam-ship C. F. FUNCH, P. KNUDSEN, Commander, will leave her dock, Harbeck's Stores, Brooklyn, on TUESDAY, the 5th August, at noon. Price of Passage—First cabin, $75, currency; steerage, $30, gold. Steam-ship STEINMAN will follow.
For freight or passage apply to
FUNCH, EDYE & CO.,
No. 27 South William-st.